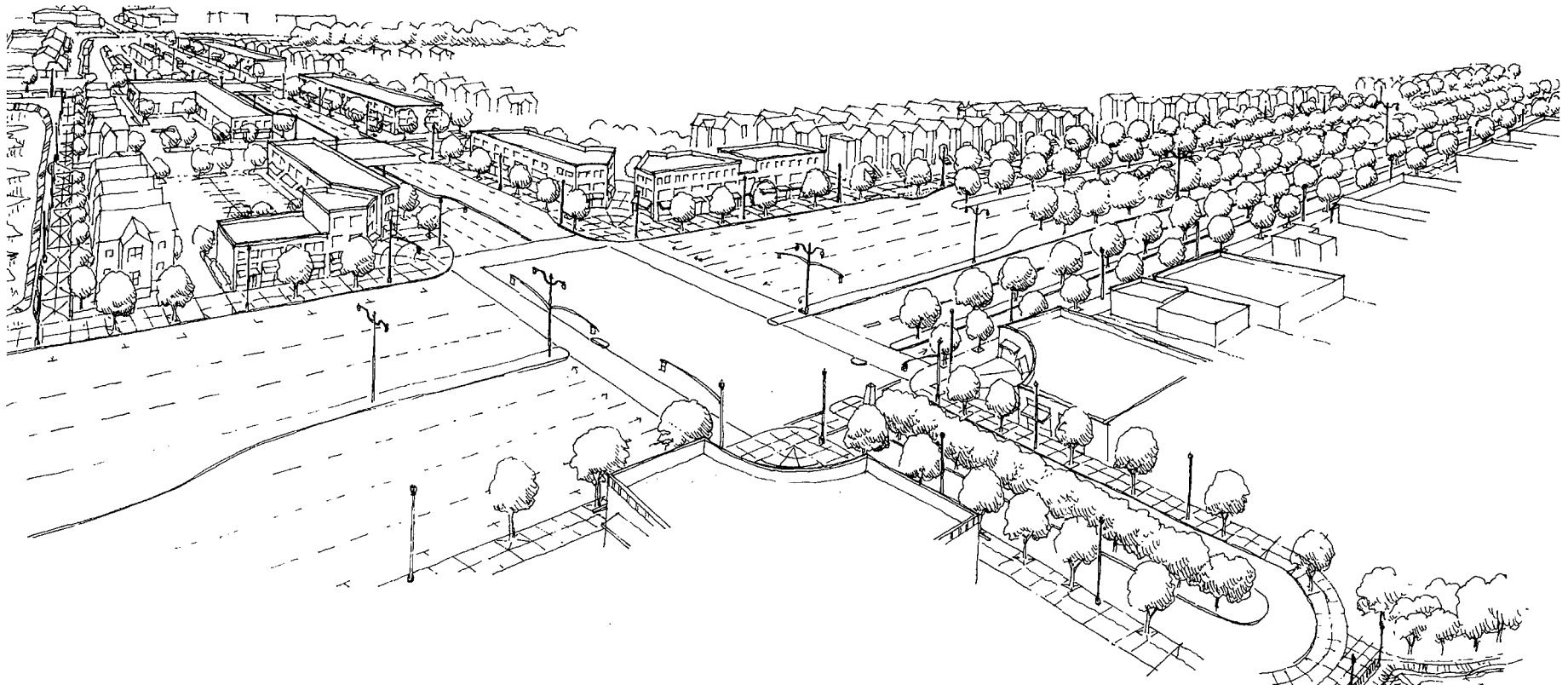


Sereno Transit Village

Vallejo, CA

February 26, 2002



PREPARED FOR THE

CITIZENS HOUSING CORPORATION
and the **CITY OF VALLEJO**

BY

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Architecture • Urban Design

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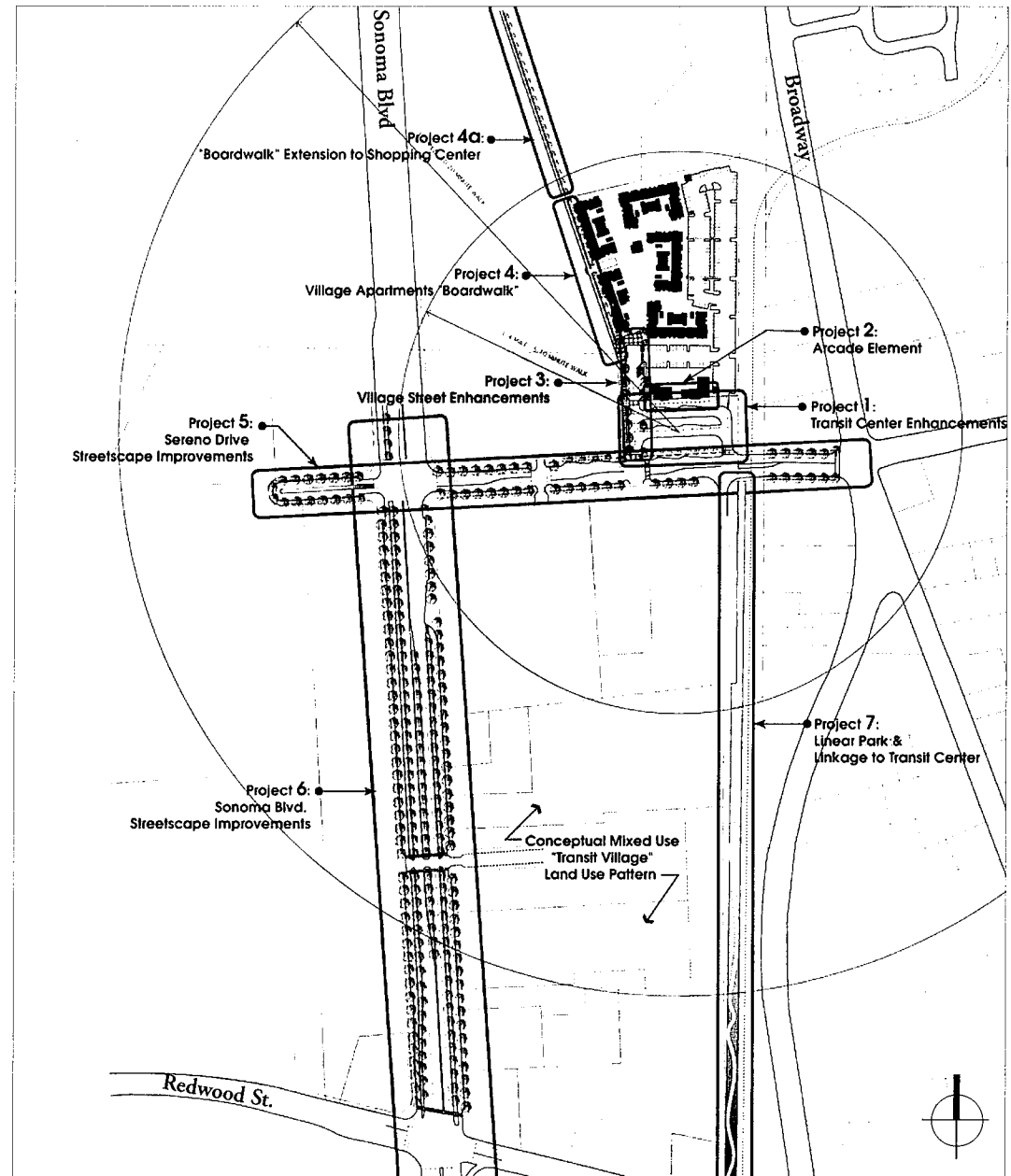
The Sereno Transit Village Plan (the Plan) was funded by a Transportation for Livable Communities (TLC) planning grant from the Metropolitan Planning Commission (MTC). The Plan is intended to be used as a tool to help the City of Vallejo and the local community to envision a well-connected, concentrated, and efficient urban environment focused around the planned Sereno Transit Center bus transfer. The primary objectives to be accomplished as part of the TLC planning process are:

- Conduct comprehensive community outreach;
- Educate the public about transit-oriented development; and
- Identify and design specific capital projects that will emerge from the process.

The Plan encompasses a 1/4 to 1/2 mile radius area surrounding the transit center and while it illustrates a land use concept for the area, there are no requirements for either a General Plan amendment or a Rezoning until such time as the City deems appropriate. It is the intent of the Transit Village Plan to create a clear conceptual framework upon which future change can be managed and directed in order to ensure an outcome consistent with Transit Village planning principles. Each capital project identified in this Plan can be implemented within current General Plan and zoning restrictions or can be addressed individually should the need arise during implementation.

Plan Usage

The City of Vallejo should use this Plan both as a "vision" document within the City, as well as a tool to assist the City in obtaining capital funding for the projects described herein.



Transit Village Enhancement Projects

WHAT IS A TRANSIT VILLAGE?

A Transit Village is a compact, mixed-use, walkable community, centered around public transit that encourages residents, workers, visitors, and shoppers to drive their cars less and ride mass transit more. The design of a Transit Village is the key to its character and usability.

A Transit Village:

- extends 1/4 to 1/2 mile from a transit station, a distance that can be covered in about 5 to 10 minutes on foot;
- integrates residential and commercial uses in a compact, pedestrian-oriented environment surrounding a transit station;
- connects its residents and workers to the rest of the region via access to public transit; and
- uses its surrounding public open spaces as community gathering spots, sites for special events, and places for celebrations.

The three major components of a Transit Village are Circulation & Street Design, Open Space, and Development & Architecture. In a successful Transit Village, these elements together will create an inter-connected series of streets and blocks with a mix of uses that ensure a lively pedestrian atmosphere, with convenient access to public transit.

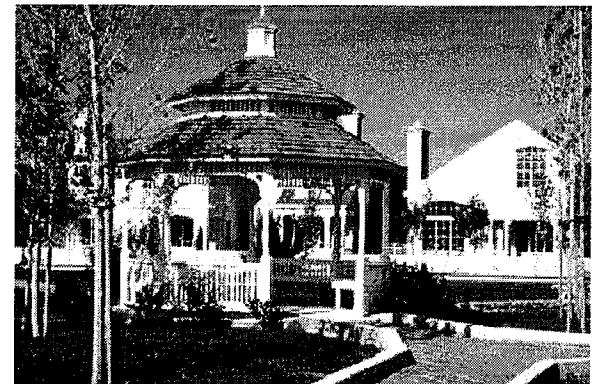
The backbone of a Transit Village is its streets. The type and amount of traffic that moves in and through the Transit Village, and its behavior as it relates to the pedestrian is key in determining whether or not the Transit Village can be a vital pedestrian-oriented center. Traffic engineering and street design then, are the modes through which streets that are oriented toward the pedestrian can be achieved, along with local enforcement of pedestrian safety.

In the Sereno Transit Village Plan, streetscape design changes are recommended for two streets in the area - Sereno Drive and Sonoma Boulevard. The lane configurations, width, and design of these streets become the structure for future development and dictate the potential nature and character of the place. Access to the Transit Center is central to the development of the Transit Village Plan, and it is the intent of this plan to create opportunities for automobile, bicycle, and pedestrian access through a circulation network of well-designed, safe streets and open space bicycle and pedestrian paths.

Open space networks are a system within any well-planned community. They occur in both the public and private realms of a community and offer opportunities for both active and passive recreation. They provide inter-linked "green" corridors for non-motorized movement within the community, and where literal open spaces do not exist, the connector becomes the street - another type of open space. In the Transit Village, several major open space opportunities exist. The White Slough offers a major local and regional recreational



Streets & Circulation



Open Space

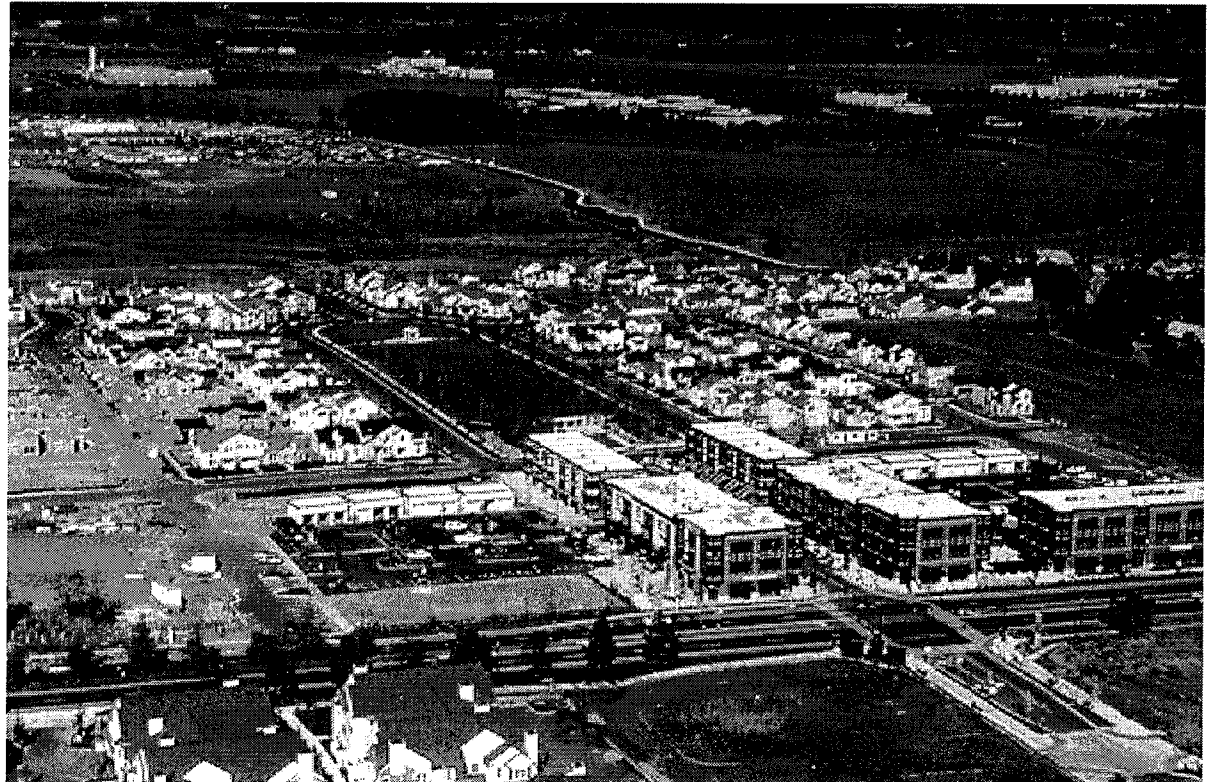


Development & Architecture

opportunity, and the railroad right-of-way may be suitable for a multi-use bicycle and pedestrian path to connect the broader community to the bus transit center.

While the Sereno Transit Village area is not currently experiencing any major development pressures, it is a position where changes could be close at hand. As the area changes, the Transit Village Plan recommends a new development pattern that consists of a finer mix of uses, densities, and intensities to enhance and take advantage of its access to transit. New mixed-use housing with higher densities could develop in response to the ease of access to public transportation. In the Transit Village, automobile parking will be handled differently than in traditional development. Commercial parking will be behind or to the side of developments, and buildings will face the sidewalk with their primary pedestrian access. Resident parking will be in podium structures, or behind townhomes, and shared driveways will reduce the number of curb cuts on city streets. Stoops, porches, front doors, and landscaping will activate and enliven the sidewalk edge. Neighborhood retail and commercial services will be focused along Sereno Drive and the major intersections of Sonoma Boulevard.

The successful transit village provides residents and visitors convenient access to public transit, as well as the opportunity to walk or bike to shops, services, and recreation.



The Transit Village at Orenco Station in Portland, Oregon is currently under construction. A commercial main street and light rail station sit within walking distance of new housing and a large community park

THE SERENO TRANSIT VILLAGE

The Sereno Transit Village is an area of 1/4 to 1/2 mile surrounding the planned Sereno Transit Center, a bus transfer facility. The major goal of the plan is to improve and enhance access to the Sereno Transit Center through long term land use and development pattern changes, streetscape improvements, and specific capital improvements projects that create or improve pedestrian and bicycle linkages to the Transit Facility.

The planned Transit Center is in an area of largely underutilized, large-parcel commercial uses that may experience market pressure to shift over the next 10 to 20 years, and this plan takes the opportunity to introduce a vision for a new development pattern that can define the area as a well-designed, mixed use, walkable community focused around public transit.

The major components of the plan include:

- Conceptual design for the Sereno Transit Center including layout, pedestrian and bus circulation, landscaping and plaza enhancements, transit shelters, lighting, and signage;
- A new Land Use and Development Pattern for the 1/2 mile Transit Village area;
- Streetscape Improvement concepts for Sonoma Boulevard and Sereno Drive; and
- Improvement Concepts for the Sereno Village Apartments entry drive, architectural enhancements to the community center and daycare facilities, and a pedestrian and bicycle "boardwalk" linking the Transit Center, the Sereno Village Apartments, and the Raley's shopping center.

The Community Process

The study was a participatory process over a five month period to gather information, make a needs assessment, discuss community and City desires and priorities, and to review and select preferred projects. The process included:

- Three Technical Advisory Committee (TAC) meetings were held to provide general direction and overview of the process. TAC members included city staff from various agencies, representatives of Citizens Housing Corporation, and a Sereno Village Apartments resident representative.
- Two Community meetings in which the project was presented and discussed for clarification and consensus.



Sereno Transit Center & 1/4 Mile Transit Village Area



Condition of Sereno Drive at Future Transit Center Location



Current Sereno Transfer Shelter

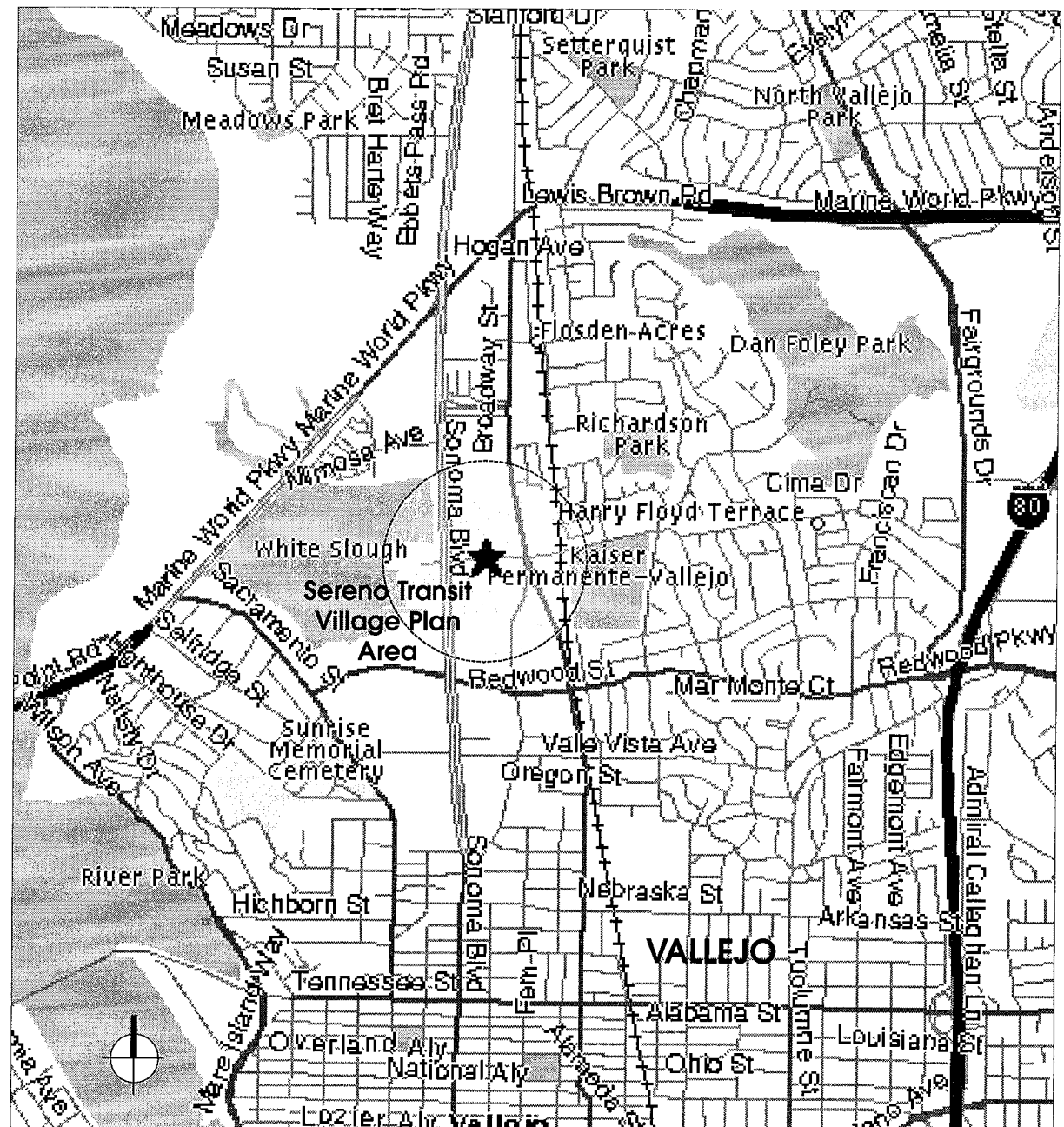
LOCATION & CONTEXT

The plan area consists of the 1/4 to 1/2 mile radius area around the planned Sereno Transit Center bus transfer and the Sereno Village Apartments, located on Sereno Drive between Sonoma Boulevard and Broadway. This distance is based on the accepted increment of the 1/4 mile or 5-minute walking distance that is loosely used in planning to determine a comfortable walking distance for most pedestrians. In many cases, pedestrians will walk further.

The plan area is served by freeway I-80 and highways 37 and 29. Hwy 29, Sonoma Boulevard, runs directly through the plan area and is the major, regional north-south access. Broadway is the secondary, local north-south access. Redwood Street is the main east-west local access, connecting from Sacramento Street through to I-80. Sereno Drive does not carry a substantial amount of traffic and acts only as a local street. It is used as a "dog-leg" between Sonoma and Broadway.

The US Navy (USN) rail line that runs north-south through the project area and directly adjacent to the Transit Center location currently carries only freight, and passes through the area twice each day. A study is anticipated to begin that will evaluate the feasibility of running a light rail transit system along this corridor. This study anticipates the future expanded transit rail service, but at this time its probability is unknown.

The plan area is extremely auto-oriented, except for the current and future use of busses. However, it should be noted that the majority of bus use at the Sereno transfer



Location Map

location does not originate in the plan area, rather it consists of passengers transferring to alternative lines to reach their destinations. This means that very little auto traffic is a result of the bus transfer facility.

This Plan presents a "Conceptual Mixed Use 'Transit Village' Land Use Pattern" that would focus more and higher density housing around the Transit Center as the market shifts and there is new development in the area. The Sereno Village Apartments represents the first of such a residential development focused around public transit that will define the Sereno Transit Village. More residential uses will support local and neighborhood businesses, creating a more active and a safer pedestrian environment. Improved and new linkages from existing and new neighborhoods to the Transit Center will also encourage the use of public transportation.

Open space in and near the plan area is most notable in the White Slough. It is directly to the west of the study area and is a protected open space that could become a great amenity to the Transit Village area, and to the Bay Area as a segment of the Bay Trail. Although it appears that the White Slough currently receives very little recreational use, the White Slough Specific Plan, prepared in 1995, calls for enhancement and preservation of the wetland habitat and for shoreline public access that does not conflict with wetlands protection. The plan recommends creating smaller, well-defined open spaces related to new neighborhoods in the plan for a New Development Pattern. It also recommends a linear path that runs adjacent to or within the railroad right-of-way between Redwood Street and Sereno Drive that will be a neighborhood amenity and will provide a strong open space connection to the Transit Center.

The *Sereno Transit Village Plan* ties existing, planned, and proposed uses together in a safe, convenient, and walkable environment for residents, employees, and visitors to the area. Implementation recommendations are provided to assist the City, property owners, and the development community in designing new projects that meet the most important urban design principles in the *Transit Village Plan*.



Auto-oriented Commercial Uses on Sereno Drive



Under-utilized Commercial Uses



Poorly maintained landscaped buffer between surface parking and Sereno Drive

THE COMMUNITY PROCESS

Two meetings were held to inform the community about the project and elicit input towards the development of the concept designs. The surrounding community in the Transit Village Area is very limited and the turn-outs at the meetings was minimal. Still, the Consultant Team worked closely with the community representatives to reach consensus around the improvement plans.

Community Issues, concerns, and desires raised at each meeting are summarized below:

Community Meeting #1***Project Kick-off & Issues Assessment*****November 20, 2001**

- Scale and density of proposed projects in the Transit Village Area.
- Sereno Drive traffic capacity - make sure it does not get reduced so as to create problems.
- General consensus that east-bound busses should not remain in current on-street configuration.
- Agreement that improvements that will make the area more pedestrian friendly will be assets to the community.
- Concern that existing businesses might be harmed or lost in "New Development Pattern" concept.

3 Top Priorities

- Improve Pedestrian safety at Transit Center transfers.
- Enhance access between Transit Center and other destinations in the area.
- Create a mixed-use "hub" around the transit center with a more walkable pattern of streets.

Community Meeting #2***Open House*****February 12, 2002**

- Timing and prioritization for MTC Capital Grants applications.
- On-going Economic Development study to define area as a target area. This Plan will help to initiate discussions and bring issues to Council.
- Agreement that Transit Center design should move forward for further development and finalization.
- Timing and coordination between Citizens Housing and Vallejo Transportation is important.
- Lot line adjustment on Sereno Village Apartments site will require a redesign for package that is already undergoing approvals process. This is understood and can be reasonably managed.
- Transportation Division should further evaluate need and final program for a bus driver facility in the Transit Center and should work with Citizens Housing to potentially incorporate it into their plans.

3 Top Priorities

- City to proceed with MTC grant proposals for Transit Center.
- Citizens Housing to proceed with MTC grant proposal for Arcade Element and Village Street.
- Recommend Traffic engineering analysis on Sereno Drive to finalize and proceed with.

OBJECTIVES & POLICIES

Through the discussion that was held during the Community Meeting, we have identified the main objectives and policies. These are summarized below as policy statements.

Circulation & Streetscape Design Policies

- P4 Establish Sereno Drive as a local, multi-modal connector which balances transit, auto and pedestrian circulation, carries medium traffic volumes, and emphasizes transit movements and pedestrian safety and comfort.
- P5 Establish Sereno Drive as a new mixed use "main street" which accommodates the auto, and emphasizes pedestrian circulation and transit.
- Evaluate traffic on Sereno Drive to determine if the current number of lanes can be reduced to manage current and projected future traffic.
 - If feasible, reduce the number of traffic lanes so that sidewalks can be widened.
 - Add amenities such as landscaping, pedestrian scaled lighting, and other pedestrian furnishings in the sidewalk realm to create a recognizable and identifiable place both at the Transit Center and along Sereno Drive.
- P6 Develop a new vision for Sonoma Boulevard (Hwy 29) that responds to the function of streets in a Transit Village.
- Evaluate the possibility and feasibility of changes along Sonoma Blvd. (Hwy 29) to create a street with a more urban pattern and a more walkable environment within the Transit Village area, such as a multi-lane boulevard.
 - New housing and commercial development should face and frame Sonoma Blvd. and a strong pedestrian sidewalk should be created.
 - Add amenities such as landscaping, lighting, and other furnishings in the sidewalk realm to create a recognizable and identifiable place.
- P7 Develop an interconnected system of auto, bicycle and pedestrian paths (on-street and off-street), which connect various developments, and open spaces to the transit center and each other.
- If feasible, include bicycle lanes on Sereno Drive and possibly on Sonoma Blvd. Where bike lanes are not feasible, evaluate opportunities for bicycle connections to be managed through the design of safe streets with slow-moving traffic and the design of open spaces.

The City should support the further study of current and anticipated traffic on Sereno Drive and Sonoma Boulevard to verify and finalize design options.

- *Sereno Drive Traffic Study & Design Development*
- *Sonoma Boulevard Traffic Study & Design Development*

Open Space Policies

- P8 Create a Transit Center that also functions as an active, safe, and usable community open space.
- Create a small, well-defined public plaza or “village green” fronting Sereno Drive in conjunction with the transit center or commercial development.
- P9 New residential and commercial development should provide appropriate open space amenities.
- Evaluate the long-term feasibility of a linear park with pedestrian and bicycle paths, adjacent to the railroad track, between Redwood Street and Sereno Drive. This park should provide recreational opportunities for adjacent neighborhoods and commercial uses and a very strong linkage to the Transit Center.
- P10 Create a major Open Space at the west end of Sereno Drive that is a natural resource, active recreation area and public amenity in the White Slough (see the White Slough Plan).
- Use and develop other land within and adjacent to the White Slough (generally behind developments that will front Sonoma Blvd.) as a Public Open Space amenity with trails that link to existing and planned local and regional trail and open space systems.

The City should support and promote improvements to public open space in the Transit Village Area.

- *Transit Center Enhancements*
- *Pedestrian “Boardwalk” between Transit Center and Raley’s Shopping Center and along Sereno Village Apartments.*
- *Implement the White Slough Plan*
- *Linear Park along USN r.o.w. Study*

Land Use, Development, & Architecture Policies

- P1 Create a new land use and development pattern in the 1/4 to 1/2 mile Transit Village area that is compact, pedestrian-oriented, and has a broad mix of uses that support residential and commercial activities.
- P2 Establish a more intense and denser residential and mixed use land use pattern on currently vacant or underutilized large commercial parcels.
- Land Uses should be carefully located so that adjacent uses ensure the safest and most activated public spaces.
 - The Siting of buildings and their related parking should be carefully designed so that buildings face and frame streets and public open spaces and parking is hidden to the back and sides of development.
- P3 Ensure that all new developments in the Transit Village area are inter-connected and have strong pedestrian and/or bicycle linkages to each other and to the Transit Center.
- Establish pedestrian and bicycle linkages from existing and new developments to existing and new commercial uses.

The City should consider designating this area as a special planning area to evaluate its future economic and land use direction.

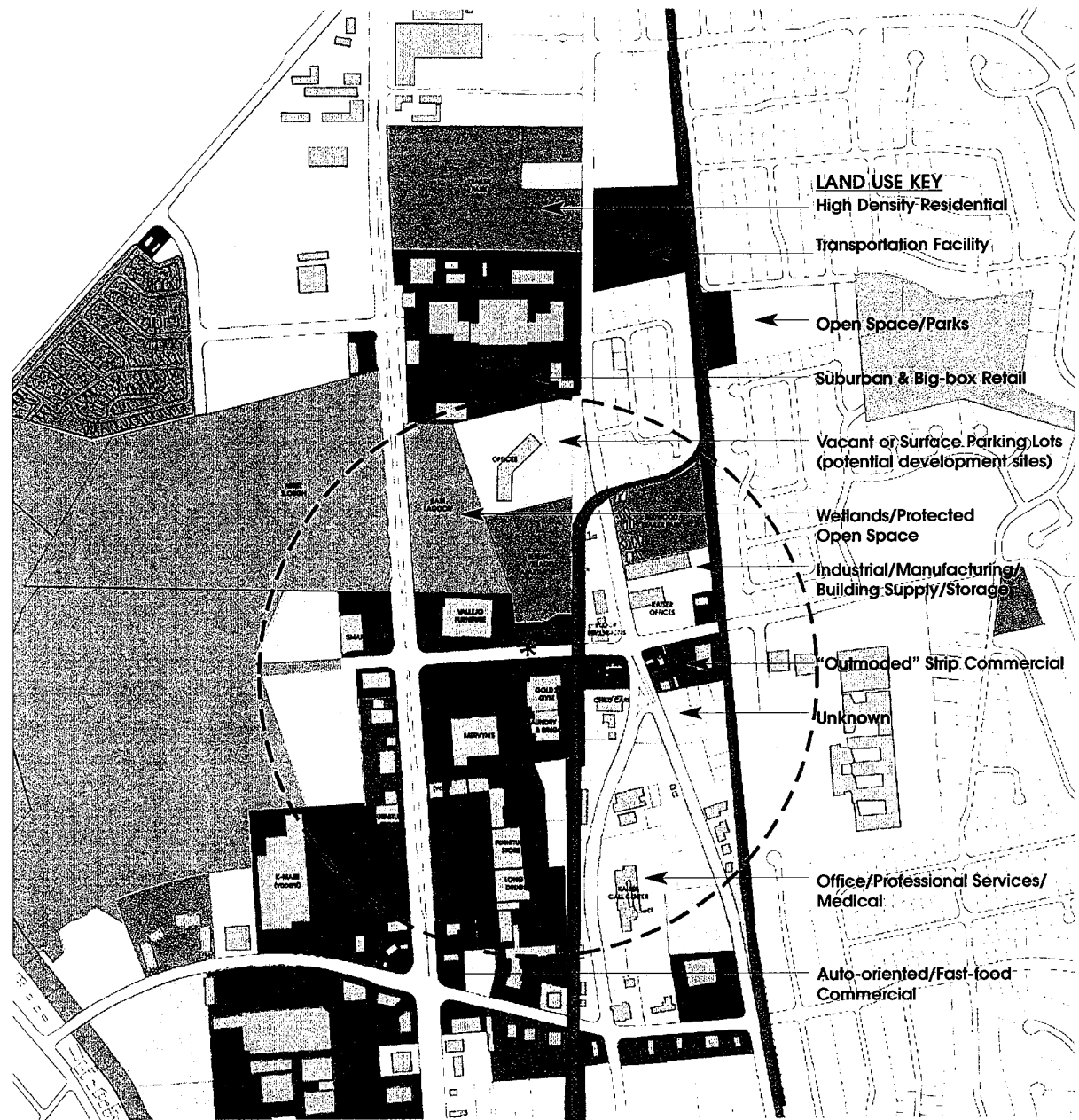
- *Sereno Quadrant Planning Area Market Analysis*
- *Sereno Quadrant Planning Area Land Use Study*

EXISTING CONDITIONS**Land Use and Development Pattern -**

Current conditions of land uses within and surrounding the Transit Village area and Sereno Village Apartments and Vallejo Bus Transit Center Project (Project) appear to be fairly poor. Vacant parking lots at large retail centers indicate a struggling economic climate, and a distinct lack of new residential development contributes to the lack of activity in the area. Streets are wide and ill-defined either by landscaping or by the faces of buildings. Views and access to the White Slough off of the Napa River are from Sonoma Boulevard, but there is a strong, unpleasant smell as the street passes over the wetlands.

The area to the west and south of the Transit Center is largely defined by large-parcel, commercial shopping center developments that are 20 to 30 years old. Several uses, such as the large K-Mart have closed and the buildings stand vacant, and others appear to be struggling as evidenced by vast empty parking lots. To the south and east are several office buildings, the largest being the Kaiser Hospital and offices. Currently Kaiser is planning on a full redevelopment and expansion, all within their existing property, with off-site offices remaining in their current locations.

Further to the north and east of the Project are single family residential neighborhoods, with housing stock from the 1950's, and several trailer park neighborhoods. The neighborhoods are basically neat, with no outstanding features. One alternative school exists about 1/2 mile away, and Richardson Park sits adjacent to the school. Within the 1/4 mile "Transit Village" area, the



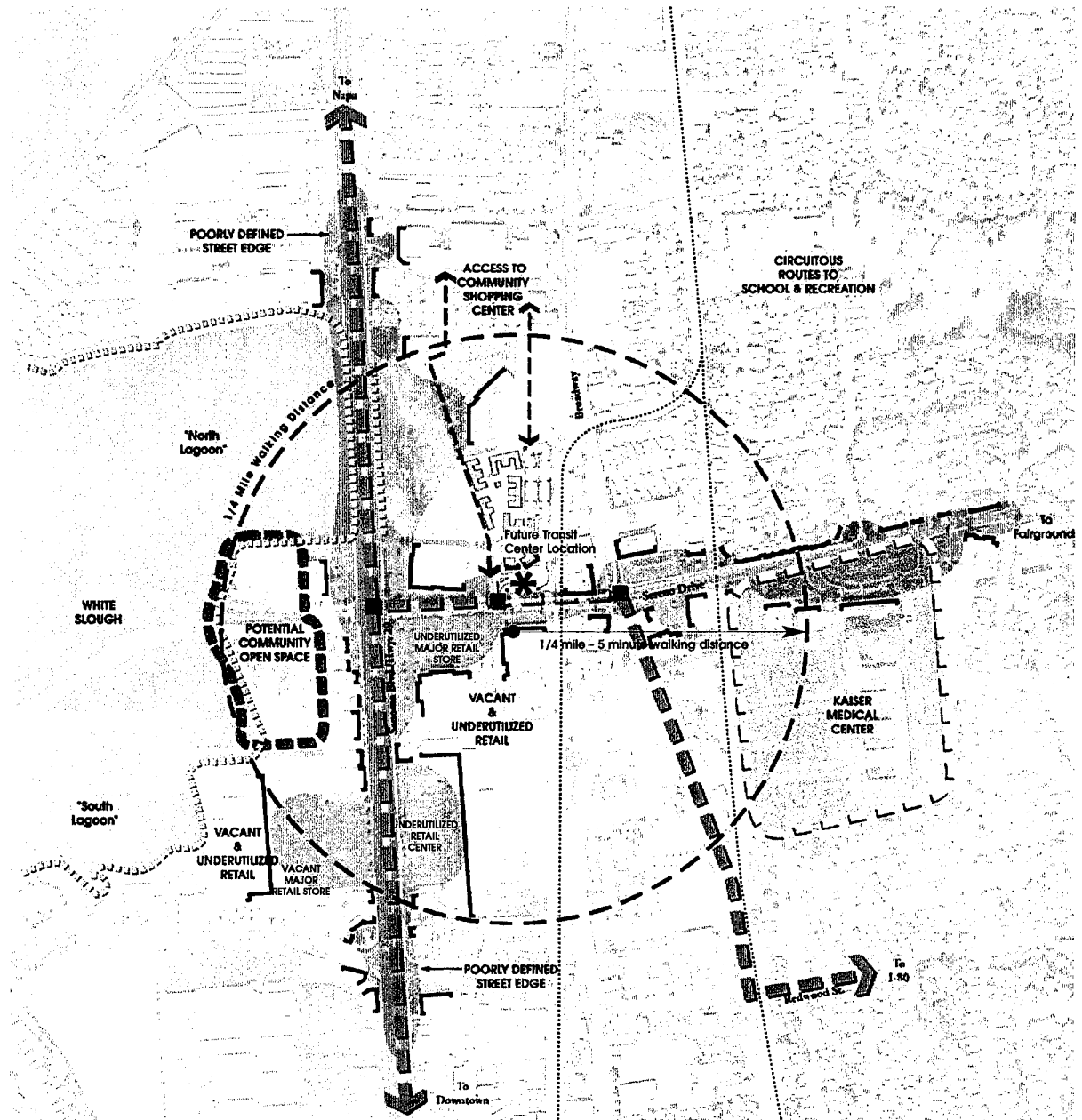
Existing Land Use Pattern

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Existing Conditions Diagram highlighting lack of definition along Sereno Drive and Sonoma Boulevard

existing land uses are limited to a mix of outmoded and struggling, large-parcel retail uses, several automotive related services, some small to medium office buildings, and a handful of drive-thru restaurants. Community shopping for Transit Village residents will be provided by the Raley's to the Transit Center's north, and by a Smart & Final, at the intersection of Sonoma and Sereno Drive. A few vacant parcels could be locations for future development; one of which Citizens Housing hopes to develop as a second Phase to the Sereno Drive project.

Physical and Environmental Constraints of the Transit Center Site -

The Sereno Village Apartments and Vallejo Bus Transit Center project (the Project) is fairly isolated by its location. To the immediate west lies a wetlands that is part of the White Slough - the "East Lagoon," which according to the City's Planning Department will never be developed. To the east is the USN rail line - currently only a freight line that makes two trips per day that could become the location for a lightrail stop in the distant future.

Sereno Transit Center -

Currently all bus transfers occur on Sereno Drive between Broadway and Sonoma Boulevard, and this plan anticipates that all east-bound busses will move to an off-street facility in the same area. Seven bus routes serve the Transit Center, and it operates as a timed transfer facility. Boardings at the Transit Center count for less than 1% of total origins on the system. A strong sense of a lack of safety for transferring passengers exists and is the primary impetus for the new off-street Transit Center.

View corridors and important vistas -

The major view opportunity from the Project appears to be from the protected wetland site across to the White Slough. Another potential view is from the west end of Sereno Drive, where it terminates in a currently undeveloped parcel that fronts the Slough and wetlands.

Gateways and other entry defining features -

In general, there are no real defining urban features in the area. The wetlands and Slough provide a fairly identifiable natural feature. Unfortunately, the odor is so powerful that this may not be viewed as an amenity by residents and community members.

Streetscape Conditions -

Streetscapes in the plan area are generally wide and fairly bleak in appearance. Sonoma Boulevard and Broadway carry fast-moving, through traffic, and pedestrian crossings are few and difficult to see. There is no pedestrian scale lighting, and the medians are not well maintained. There are very few street trees, and generally the only uses directly fronting Sonoma are parking lots. Sereno Drive is very wide - sixty feet curb to curb - and carries relatively small amounts of traffic (approximate 1,000 peak hour trips). Due to its width, however, drivers speed, creating a dangerous pedestrian environment. Pedestrian crossings are very poorly signed (see photo below), un-signalized, difficult to see by drivers, and basically configured in a very unsafe manner. This is of major concern for bus operations,



Passengers waiting on the south side of Sereno Drive



Passengers jaywalking across Sereno to transfer



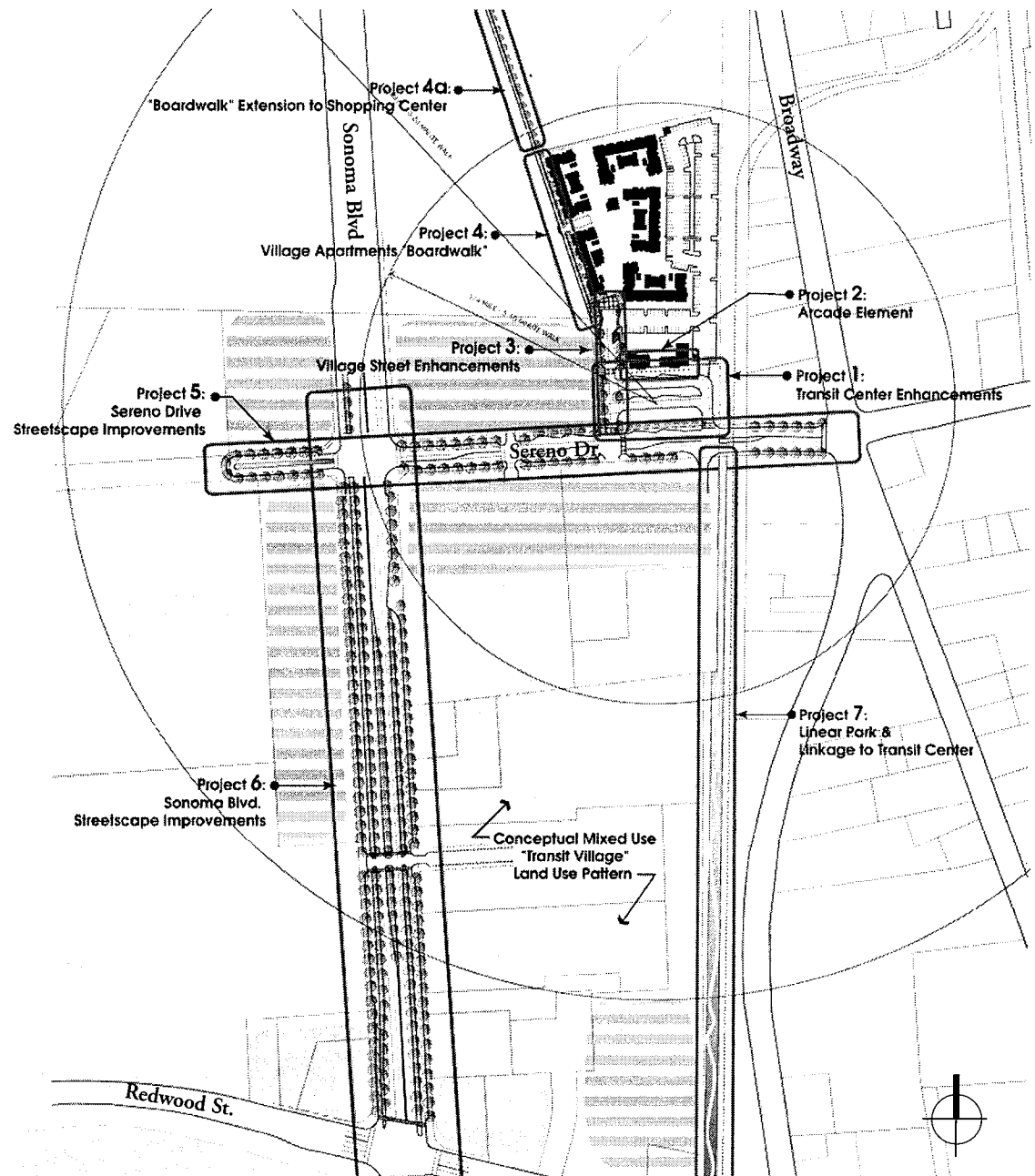
Existing crosswalk for bus transfers between Sonoma and Broadway (future transit center location to right).

PROJECTS OVERVIEW

The Transit Village area is envisioned as a place where, in the future, an interconnected series of streets and blocks with a fine mix of uses promote an active, walkable, mixed-use environment. Neighborhood commercial uses create community gathering opportunities, and well designed open spaces become community focus points. Access to public transit is enhanced through pedestrian and bicycle capital improvements projects (detailed on the following pages) that result in a place where there is less dependence on the car, and residents walk from their homes to various destinations within the Transit Village.

Capital Improvements Projects include:

- Project 1: Transit Center Enhancements
- Project 2: Arcade Element on Sereno Village Apartments Buildings
- Project 3: Village Street Enhancements
- Project 4: Village Apartments "Boardwalk"
- Project 5: Sereno Drive Streetscape Improvements
- Project 6: Sonoma Boulevard Streetscape Improvements
- Project 7: USN Right-of-Way Linear Park Linkage to Transit Center

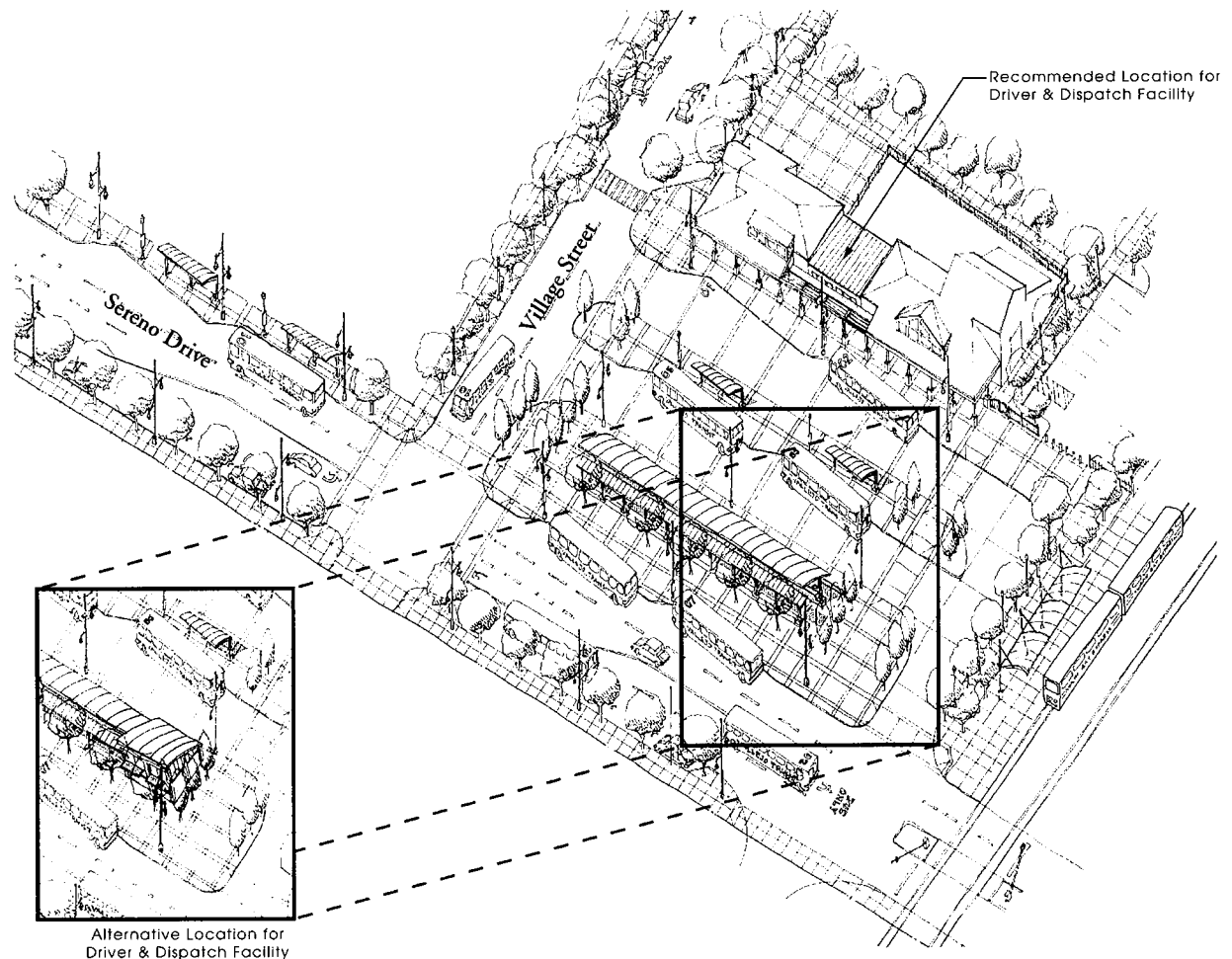


The Sereno Transit Village and Capital Improvements Projects

PROJECT 1: TRANSIT CENTER CONCEPT DESIGN

The Sereno Transit Center is designed as a public space at the front of the Sereno Village Apartments and facing Sereno Drive. East-bound busses turn left into the transit center and move through it in a one-way loop, exiting at Village Street and Sereno Drive. The main plaza holds a large passenger shelter with integral seating that also can be used for markets and other public events at designated times. The plaza should be programmed with uses to ensure that it is an busy community space used for a number of activities along with bus activities. Passengers waiting at the northern-most bays may sit on benches within the new arcade feature that is to be incorporated with the Sereno Village Apartments Community and Day Care buildings.

- Waiting areas are small plazas, with special paving textures and patterns. The plaza closest to Sereno Drive is envisioned as a multi-purpose space, that can be used for community events, such as a farmers market, during special times.
- Uniquely designed street and pedestrian-scale lighting, landscaping, and signage create a safe and identifiable place.
- Uniquely designed architectural shelters provide covered waiting areas for passengers and can be used to house activities such as markets during the weekend.
- Saw-tooth bus bays increase the ease of movement for busses and also create identifiable loading and waiting areas for passengers.



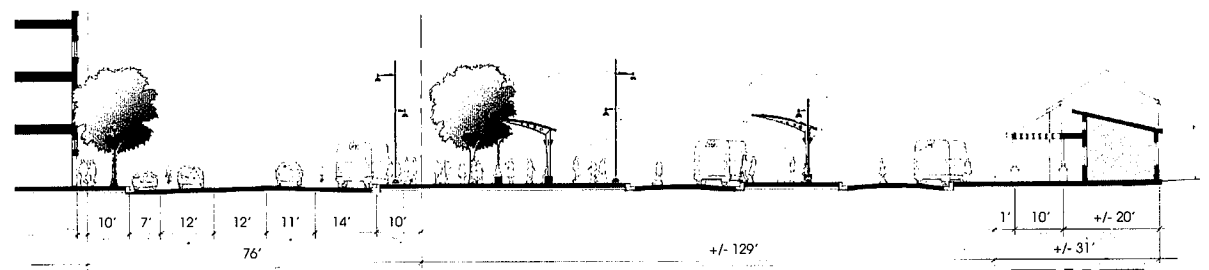
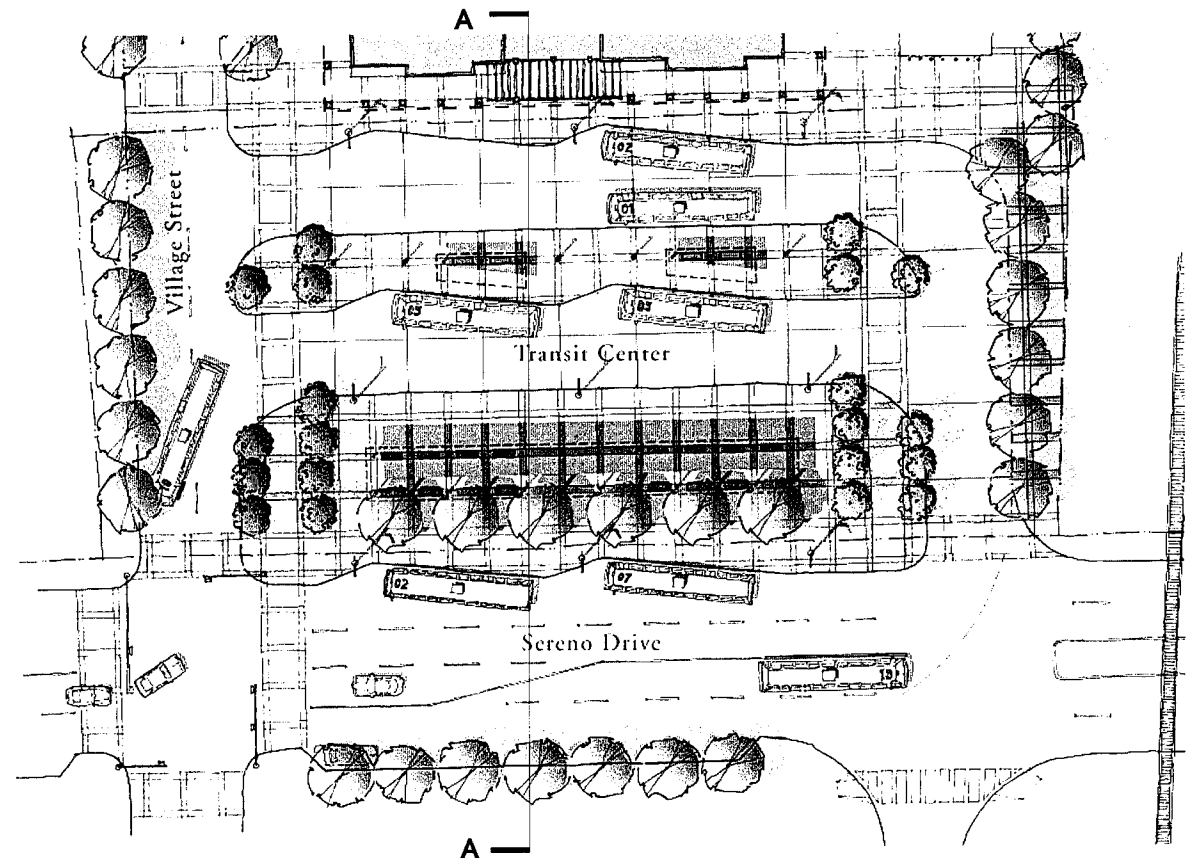
Preferred Transit Center Alternative - West bound on-street, East bound off-street with saw-tooth bus berths

PROJECT 1: TRANSIT CENTER CONCEPT DESIGN

- The arcade element along the fronts of the Sereno Village Apartments community and day care centers will incorporate benches and signage to be used by bus passengers. This will require a use easement between the City and the Apartments operator.
- A small facility (approximately 300 s.f.) for bus drivers and dispatch may be incorporated into the design of the community building and day care facility in the Sereno Village Apartments and would be accessed only by keyed entries facing the transit center. Alternatively, this facility could be incorporated into the large shelter on the plaza nearest Sereno Drive.
- 4 bus bays occur along Sereno Drive. 2 are adjacent to the front plaza, and 2 (not visible in illustration) sit further to the west side of the intersection of Sereno Drive and Village Street. Further evaluation of Sereno Drive should be completed prior to finalization of any plans for the Transit Center, in order to coordinate its design with the design of Sereno.

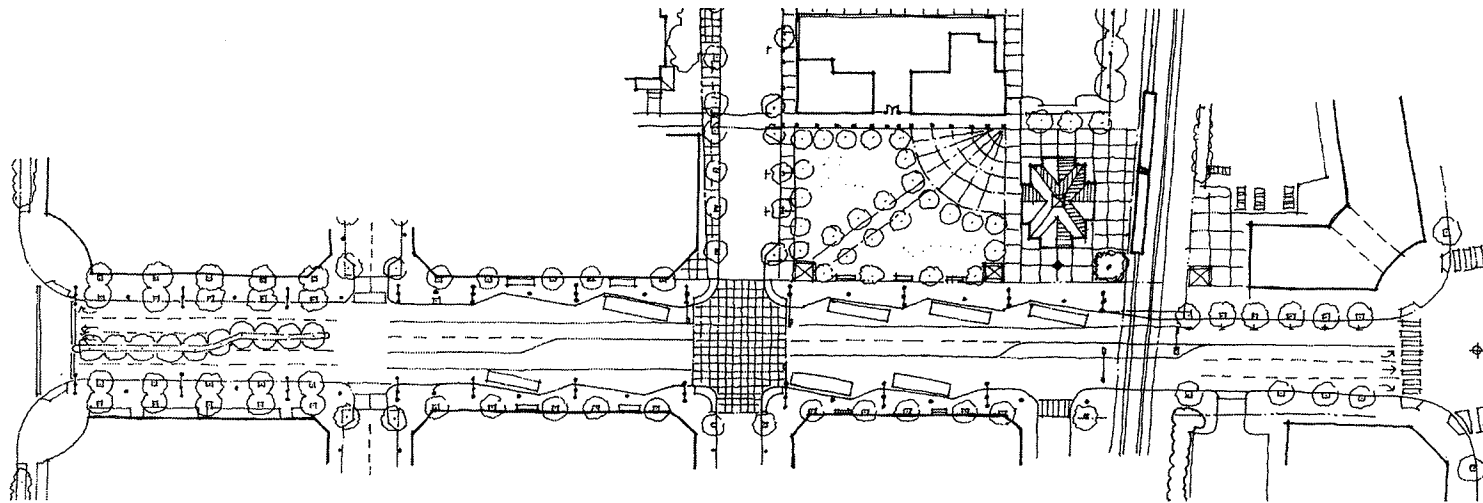
Note:

While it is agreed that this is the preferred off-street configuration for the Sereno Transit Center, the Consultant Team feels confident that it is likely that all bus operations could be handled in an on-street configuration (see following page), and that all pedestrian safety issues should be managed through street design and signalization. The Transportation Division should review the Nelson Nygaard transit plan for long-term operations impacts of all designs.



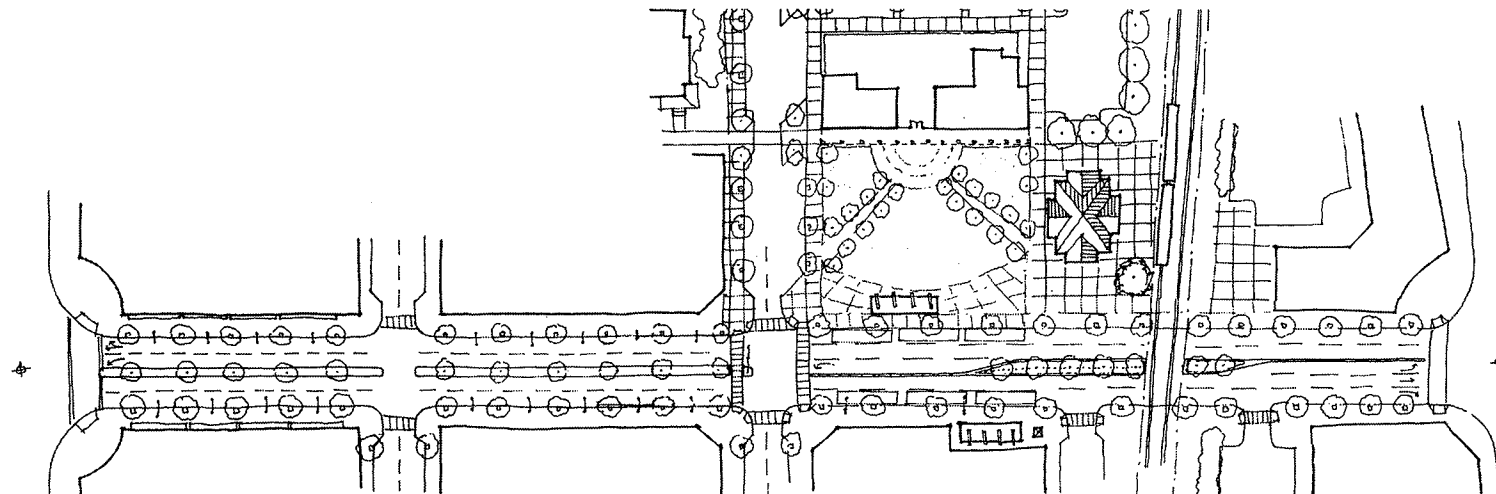
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PROJECT 1: TRANSIT CENTER ALTERNATIVE CONCEPT DESIGN



Saw tooth Bus Bays along Sereno Drive

A secondary alternative to the Transit Center that may still be viable is to reconfigure Sereno Drive to improve efficiency of operations and pedestrian safety. This solution is simpler than moving bus operations off-site, as recommended in the previous page, and it is likely to be less costly, as the costs for the on-street transit center would, by default, cover a portion of the costs that would be incurred during improvements to Sereno Drive. Although concerns for pedestrian safety remain the strongest motivation for relocating operations off-site, the Consultant



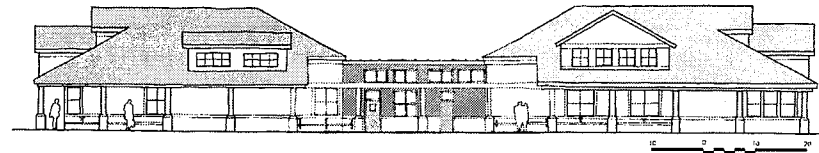
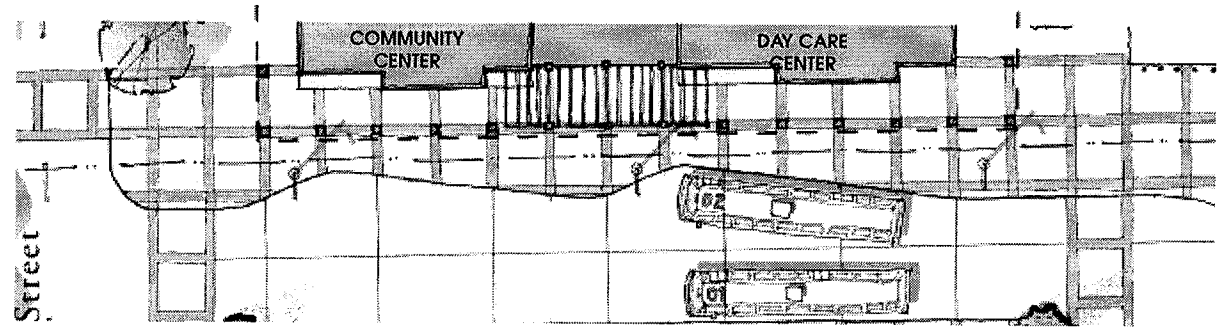
Parallel Bus Stops along Sereno Drive.

Team feels that this can be addressed through street and signal design. In addition to easier operations, the on-street alternative creates an appropriate location for a community plaza and green around which the Transit Village would be focused. These two sketches illustrate different on-street operations concept plans. The upper illustration has saw tooth bus bays, and the lower illustration configures bus stops parallel to the curb. Both options would require additional design consideration and review.

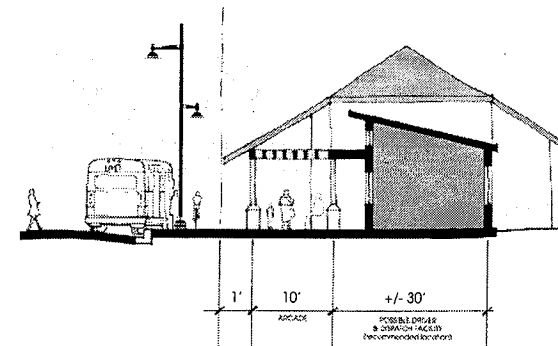
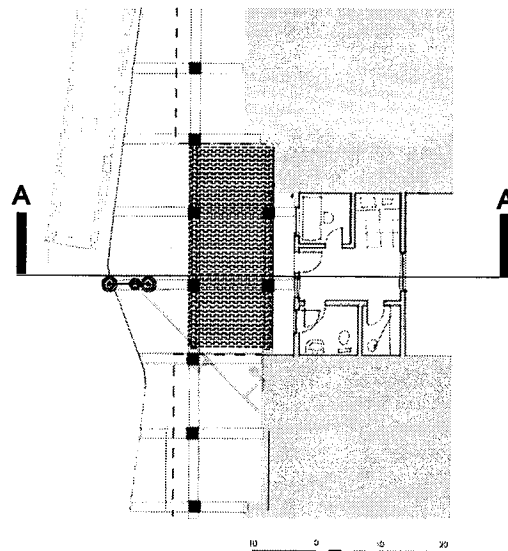
PROJECT 2: SERENO VILLAGE ARCADE ELEMENT

An architectural arcade feature is recommended to create a facade element that fronts and faces the Transit Center. This will create a direct connection between the Village Apartments buildings and the center plaza spaces, even though there is no direct access from the plaza into the buildings. This element also acts as a shade structure and protects seating and signage that is designed for transit passengers. A keyed entrance from the arcade to the driver facilities will be accessed from the plaza.

- Architectural Arcade Feature will unify Community Center and Day Care and create a "front" facade to the Transit Center.
- With the shift in the property line configuration between the Transit Center and the Apartments, there is a need to further set back the Community Center and Day Care. Additionally, the setback should take into account the depth of the arcade.
- Benches, signage, and lighting will be incorporated into the arcade along the building fronts, and the center section of the arcade will become an open trellis with a fence behind that protects the day care open space. There may or may not be entries from the fence into the day care open space.



Plan and Elevation of Arcade Feature along Community and Day Care Facilities

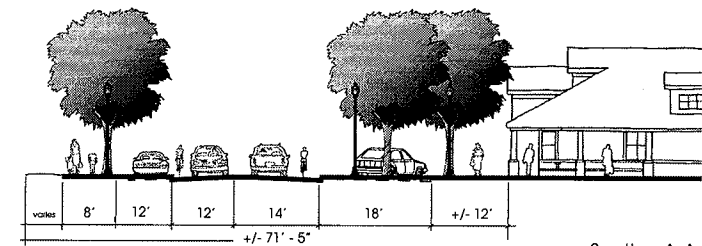
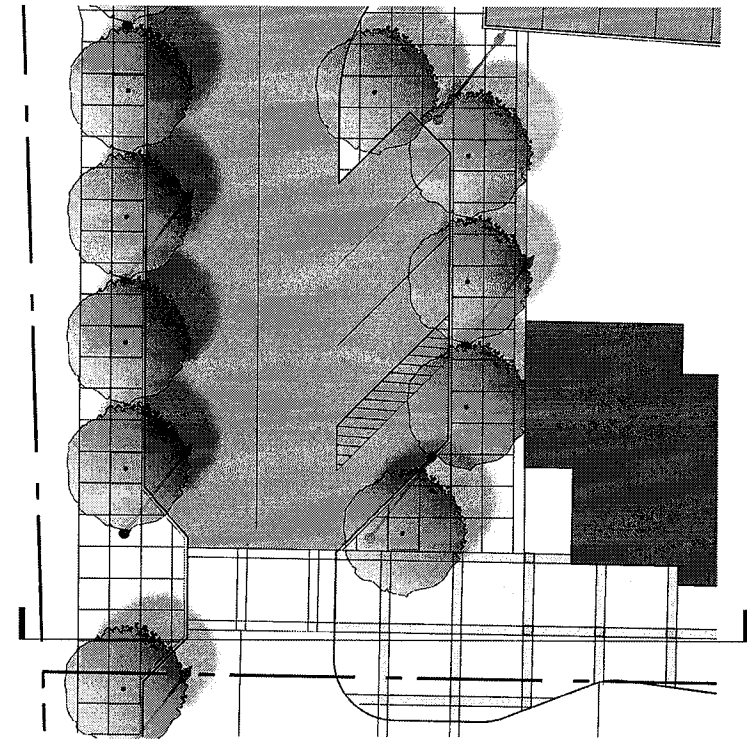
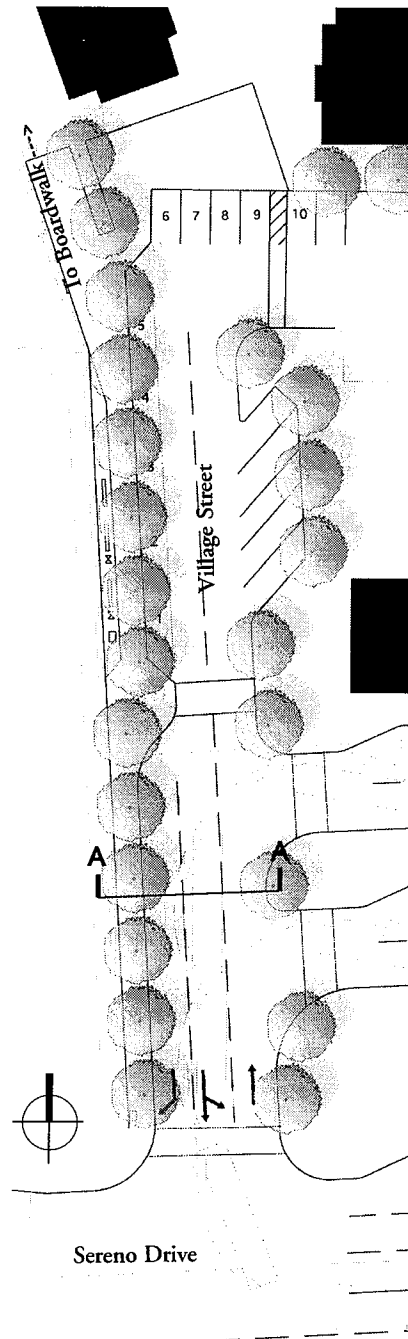


Section A-A

PROJECT 3: VILLAGE STREET ENHANCEMENTS

Village Street is the driveway to the Sereno Village Apartments and is an exit driveway for the Transit Center busses. Due to its intersection with Sereno Drive and its active pedestrian and vehicular use, it is recommended that this driveway be designed in the language of a neighborhood street. This will enhance the pedestrian environment, provide a sense of streets and blocks to the area, and it will formalize the intersection at Sereno Drive. This intersection is a very important location and is anticipated to experience large volumes of pedestrian traffic. The design of Village Street as a "street" means that it will be as narrow as possible to allow necessary bus turning movements, and it will have sidewalks on *both* sides of the street, as well as street trees, pedestrian-scaled lighting, and street parking where feasible.

- Directional signage should be provided as necessary to guide drivers to destinations.
- Village Way west sidewalk will make a continuous connection to the Sereno Village "Boardwalk."



Section A-A

Entry drive to Sereno Village Apartments - Village Street

PROJECT 4: SERENO VILLAGE BOARDWALK

The "Boardwalk" is not actually a boardwalk. Rather its name derives from its location adjacent the the White Slough's East Lagoon. The Boardwalk is designed as a 10 foot wide formal sidewalk along the west edge of the Sereno Village Apartments. It extends from the northwest corner of the parcel and inteseects at its south end with Village Street in a small plaza element. A future extension of the Boardwalk (4a) will connect it through to the Raley's shopping center, creating a strong pedestrian connection between the shopping center and the Transit Center that can be used by apartments residents and the public. Finally, the Boardwalk helps to give a "face" to the western facade of the apartments, and emphasizes the natural feature of the adjacent wetlands.

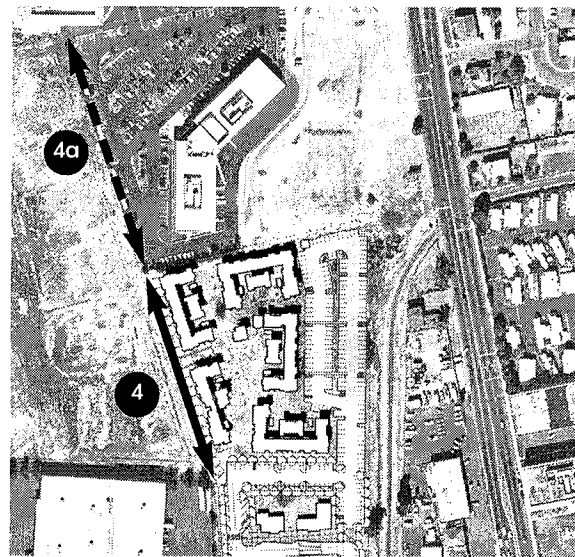
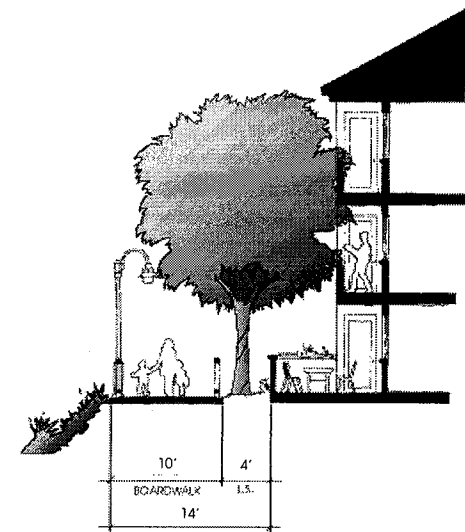


Diagram of Boardwalk location - Dashed line Indicates future extension to Raley's Shopping Center



Section of Boardwalk and Sereno Village Apartments

- Handrails and Pedestrian-scale lighting occur along the west edge of the Boardwalk, and handrails with private openings to the adjacent apartments are along the east side of the Boardwalk.
- The Boardwalk is an appropriate location for the public to walk between the shopping center and the Transit Center and keeps non-residents out of the central area of the apartments' property. Gates at either end could be used to control access to the Boardwalk at certain times of the day or night if desired.
- Closely spaced trees planted between the Boardwalk and the apartments will further define the Boardwalk's edge and will provide some visual screening for the apartments.



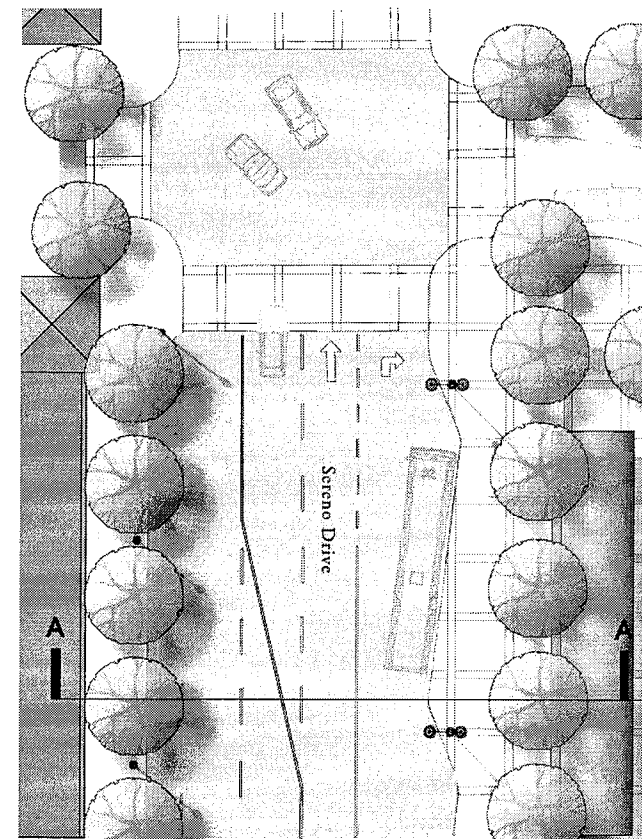
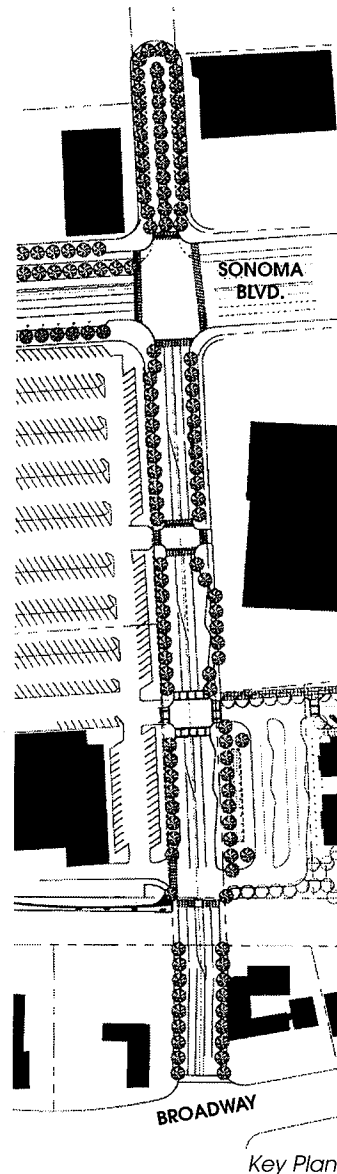
View along "Boardwalk" adjacent to Sereno Village Apartments and looking toward Raley's Shopping Center

PROJECT 5: SERENO DRIVE IMPROVEMENT PLAN

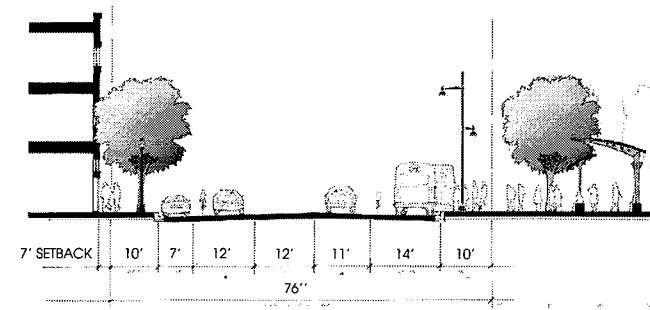
Sereno Drive is the main access to both the Transit Center and the Sereno Village Apartments. It is currently 60 feet from curb to curb and carries 2 lanes of traffic in each direction with center turn pockets as necessary.

The new Sereno Drive will be a 3 lane street with widened sidewalks, closely spaced street trees and pedestrian-scale lighting, bus bays on the north side facilitate west-bound busses, and parallel parking is provided wherever feasible. Any new future development should be built to face and frame the street, with parking behind. Approximately 7 feet of additional right of way may need to be purchased along the north side of Sereno to facilitate the saw-tooth bus bays.

- All recommendations for lane configurations on Sereno Drive require further evaluation by traffic engineers before finalizing the design.
- The entry to the Vallejo Furniture parking lot will shift to approximately align with the Mervyn's entry.
- The Sonoma/Sereno intersection should be reconfigured to create a pedestrian refuge in the east-west crosswalks, and it should receive strong urban elements and features that mark it as a significant location.
- All pedestrian crossings across Sereno Drive should be clearly marked, signed if not signalized, and visible to all drivers, and the intersection of Sereno and Village Way should be specially paved with pedestrian- and bus-operated signals.



Project 5: Sereno Drive



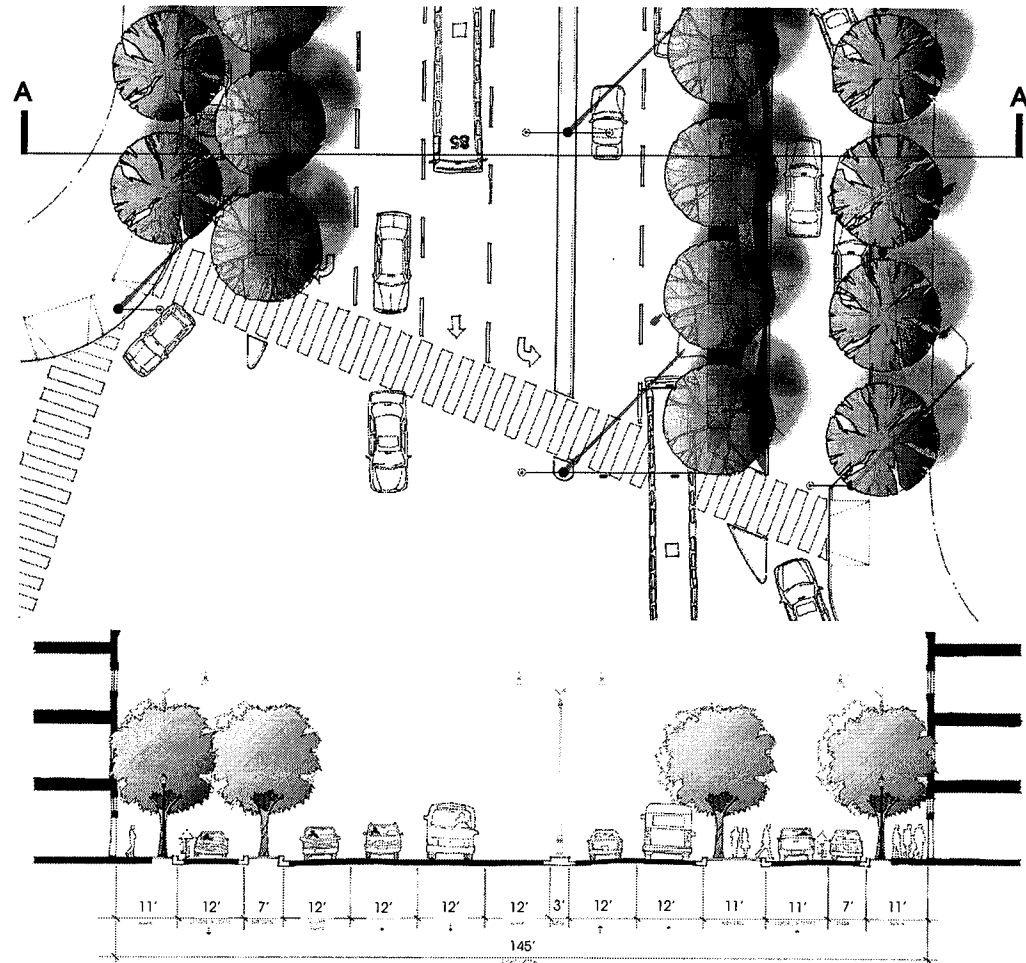
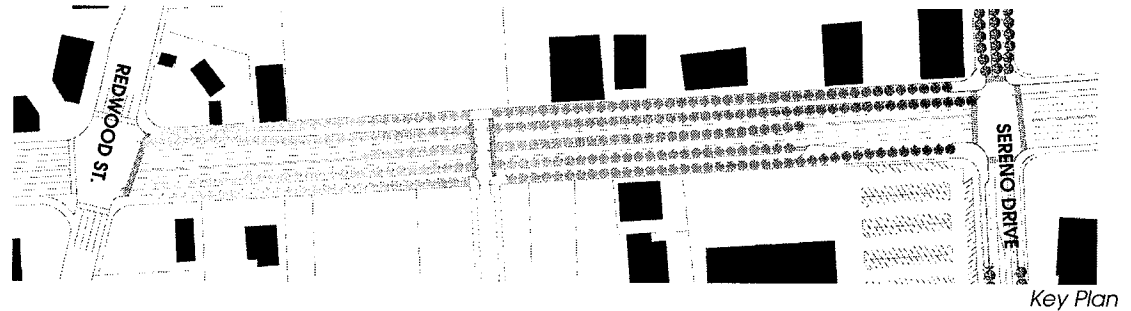
Section A-A

PROJECT 6: SONOMA BOULEVARD IMPROVEMENT PLAN

Sonoma Boulevard (US 29) is a regional highway that extends from Vallejo to the Napa Valley. Through the Transit Village, it has been treated as a commercial corridor for big-box shopping. However, current market trends locate these types of shopping centers closer to the freeways, and the shopping centers along Sonoma Boulevard today appear to be underutilized, outmoded, or vacant. Sonoma is the main north-south connector through the area, and Redwood Street is the major east-west connector. This Plan recommends changes between Sereno Drive and Redwood Street that are consistent with the mixed-use Land Use Concept for this area.

A major, multi-way boulevard will function to separate through traffic from local traffic. Narrow side streets for one-way, local traffic and parallel parking are separated from regional traffic by wide, landscaped medians. In this configuration, the 145 foot wide street has two distinct sides that each create a comfortable pedestrian environment.

- All recommendations for lane configurations on Sonoma Boulevard require further evaluation.
- The Sonoma/Sereno intersection should be reconfigured to create a pedestrian refuge in the east-west crosswalks, and it should receive strong urban elements and features that mark it as a significant location.
- Any changes on Sonoma Boulevard must be coordinated with CalTrans and may be a candidate for a Caltrans Community Based Transportation Planning Grant that explores flexibility in highway design standards to better accommodate the urban conditions on in-town highways.



PROJECT 7: LINEAR PARK & LINKAGE TO TRANSIT CENTER

The Linear Park is a long-term concept to create a multi-use pedestrian and bicycle path that extends along the USN railroad right-of-way between Sereno Drive and Redwood Street. At this time, it is unclear as to whether the park would be within the r.o.w. or along it, and this should be further clarified at a later time.

The concept for the Linear park grows from the overall land use concept for the area, where the properties adjacent to the railroad might transition to a mixed-use residential neighborhood over the long term. In this scenario, the Linear Park is an element that serves multiple purposes:

- It creates a buffer between the neighborhood and the railroad;
- it creates a major recreational opportunity for local residents; and
- it creates a separated, direct linkage to the Transit Center for pedestrians and bicyclists.

With an overall Open Space Plan for this area, the linear park could very easily tie into the White Slough and its related pathways and recreational spaces.

Some key features of the Linear Park would include:

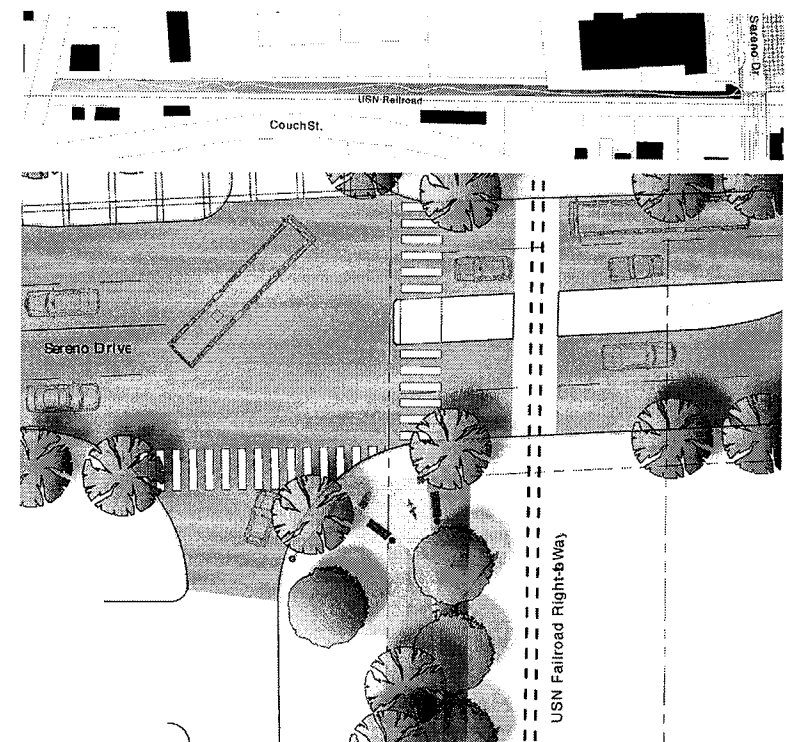
- Pedestrian-scale lighting and signage;
- Benches, picnic tables, trash receptacles, bike racks;
- Safety features; and
- Gateway entrances.



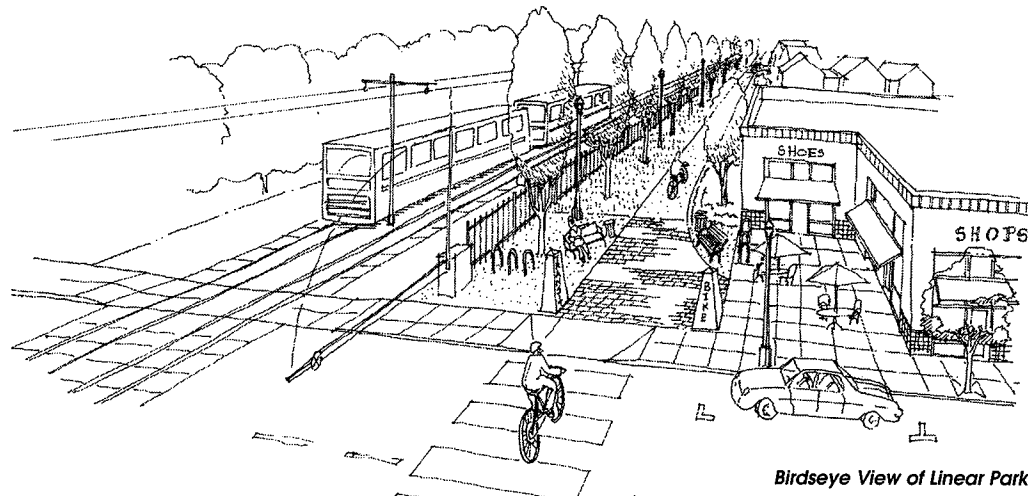
Linear Park for Separation



Linear Park for Recreation & Access



Detail Plan segment



Birdseye View of Linear Park

SUMMARY

The Sereno Village Apartments are scheduled to begin construction in February 2002.

The Transit Center is still in its planning phase, and will probably begin construction in the year 2004.

MTC Transportation for Livable Communities (TLC) Capital Grant applications are due in March 2002. For further information on the TLC grant program, contact TLC Project Manager Ashley Nguyen at 510.464.7809 or anguyen@mtc.ca.gov.

PROJECT PRIORITIZATION & PHASING

Project Prioritization and Phasing recommendations are based on feedback from Citizens Housing, City of Vallejo staff, and the Consultants Team knowledge of project implementation practices. Projects have also been separated into two divisions: projects that will be accomplished by Citizens Housing, and projects that will be accomplished by the City of Vallejo. This distinction has been made so that each entity may apply for and pursue available capital funding for various projects. Projects below are prioritized as listed.

Sereno Village Apartments (Citizens Housing) Enhancement Projects

1. Village Apartments Arcade Element
2. Village Street Enhancements
3. Village Apartments "Boardwalk"

City of Vallejo Enhancements Projects

1. Sereno Transit Center Enhancements
2. Sereno Drive Streetscape Improvements
Sereno Drive has been prioritized as a sub-project to the Sereno Transit Center due to their adjacency to one another. The ultimate configuration and number of lanes on Sereno Drive will influence the design of the Transit Center, particularly the design of bus bays for west-bound busses. The possibility exists that there may be a need for land acquisition along the north side of the current Sereno Drive right-of-way.
3. Sonoma Boulevard Multi-way Boulevard Improvements
The design of Sonoma Boulevard should be closely evaluated as land use changes in this area are predicted and planned. Its current design supports the auto-oriented commercial land uses that are there, but it does not support residential and more pedestrian-oriented land uses. The City should work very closely with Caltrans to implement changes in the design of Sonoma Boulevard in the future.
4. Linear Park - Linkage to Transit Center
The Linear Park concept should be further evaluated as plans for the ultimate use of the railroad right-of-way develop or as changes to its adjacent land uses become imminent.

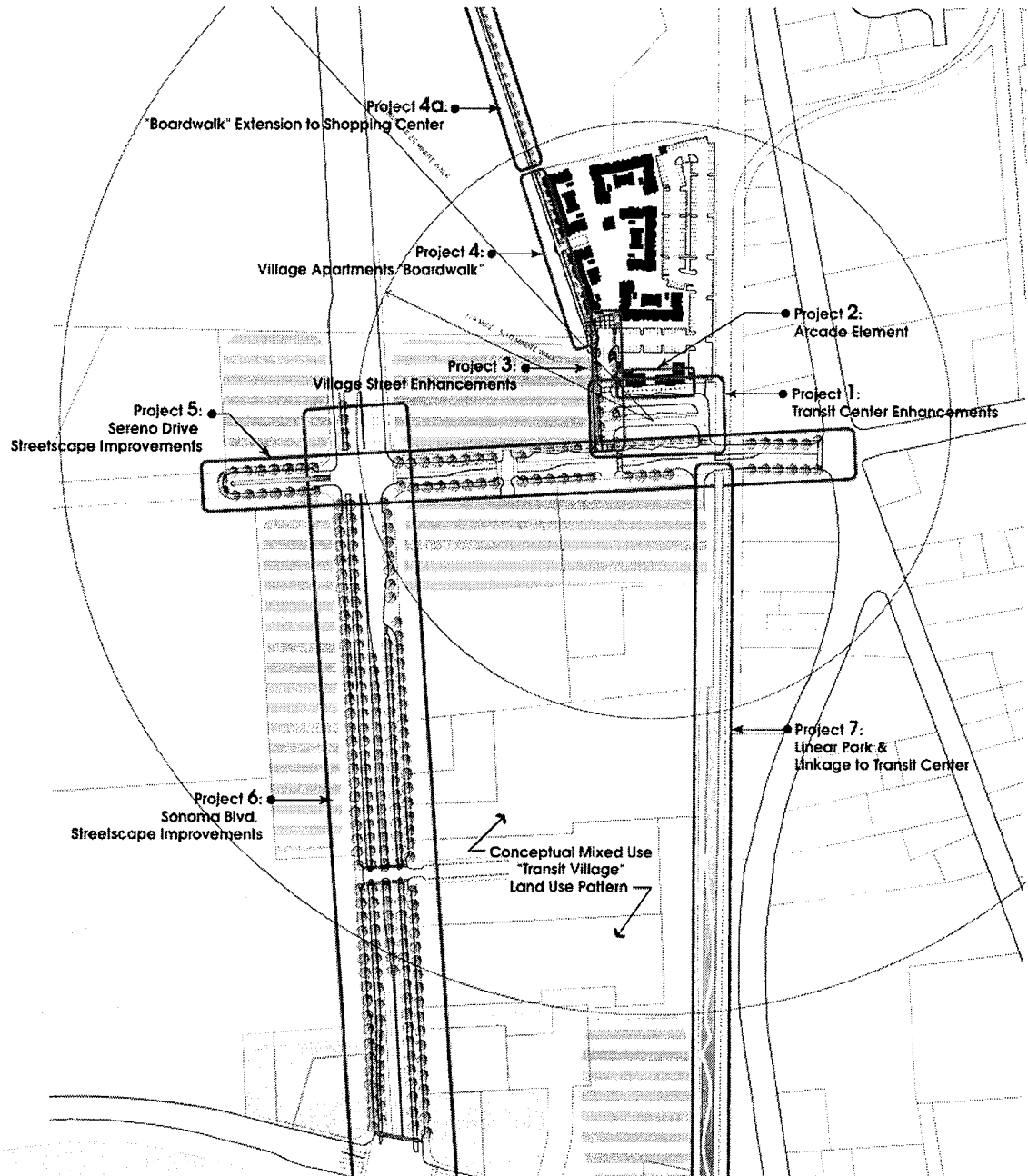
PROJECT BUDGETS

- 1** Transit Center Enhancements
\$2,622,188
- 2** Village Apartments Arcade Element
\$368,187
- 3** Village Street Enhancements
\$1,127,284
- 4** Village Apartments Boardwalk
\$386,420
- 5** Sereno Drive Streetscape Improvements
\$3,375,804
- 6** Sonoma Boulevard - Multi-way
Boulevard
\$3,368,375
- 7** Linear Park - Bike & Pedestrian
Linkage to Transit Center
\$1,388,104

Total Village Apartments Enhancements
\$1,881,891

Total City of Vallejo Enhancements
\$10,754,471

TOTAL FOR ALL ENHANCEMENT PROJECTS
\$12,636,361



POTENTIAL FUNDING SOURCES**Funding**

Citizens Housing has procured funding through the MTC Housing Incentive Program (HIP) that can be used to off-set the costs of the Arcade Element and/or the Village Street Improvements. At this time, Citizens Housing does not anticipate pursuing funding for the Boardwalk. Additional funds would be needed to accomplish the above projects.

The City of Vallejo has procured approximately \$2M in funding for the Sereno Transit Center. This funding will probably cover basic improvements that include land acquisition, and basic curb and gutter. Additional funding will be necessary for all enhancements as illustrated in this Plan.

Other Potential Funding Sources

Following is a list of potential funding sources that may be applicable to portions or all of this project. Administrators for these programs are listed below each.

MTC - Transportation for Livable Communities (TLC) Grants and Housing Incentive Program (HIP) Grants

Metropolitan Transportation Commission

http://www.mtc.ca.gov/projects/livable_communities/lcindex.htm

Safe Routes to School program

<http://www.dot.ca.gov/hq/LocalPrograms/>

Pedestrian Safety Program

<http://www.dot.ca.gov/hq/LocalPrograms/psp/psp.htm>

Bicycle Transportation Account (BTA) 2001/02

<http://www.dot.ca.gov/hq/LocalPrograms/bta.htm>

Cal Trans Community Based Transportation Planning Grants (CBTP)

<http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtpg.htm>

Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Metropolitan Transportation Commission

Regional Transportation Improvement Program (RTIP) *(possible for Sonoma Boulevard)*

Metropolitan Transportation Commission

<http://www.mtc.ca.gov/funding/rtip.htm>

Environmental Enhancement and Mitigation Program

<http://www.dot.ca.gov/hq/LandArch/eem/eemframe.htm>

Transportation Enhancement Act (TEA)

<http://www.dot.ca.gov/hq/TransEnhAct/>

California Transportation Commission (CTC)

<http://www.catc.ca.gov/>

State Transportation Improvement Program (STIP)

<http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm>

Other Programs may be found at:

<http://www.dot.ca.gov/hq/LocalPrograms/home3.htm#Programs>

Developer (in lieu) fees

Sereno Transit Village Enhancement Projects
2/25/02

SUMMARY OF COSTS BY PROJECT		
	Village Apartments Improvements Total Cost	\$1,881,891
	City of Vallejo Improvements Total Cost	\$10,754,471
	TOTAL BUDGET for ALL CAPITAL IMPROVEMENTS	\$12,636,361
SERENO TRANSIT VILLAGE ENHANCEMENT PROJECTS COSTS		
		Cost
1	Transit Center Enhancements (with bus driver facility)	\$2,622,188
2	Village Apartments Arcade Element (without bus driver facility)	\$368,187
3	Village Street Improvements	\$1,127,284
4	Village Apartments "Boardwalk" (without bus driver facility)	\$386,420
5	Sereno Drive	\$3,375,804
6	Sonoma Boulevard	\$3,368,375
7	Linear Park	\$1,388,104
CAPITAL IMPROVEMENTS ADMINISTRATION AND OVERSIGHT		

Note: Detailed budgets on following pages

DETAILED BUDGET

SUMMARY BUDGET for Sereno Transit Center

Transit Center	\$1,886,466.34
25% Contingency	\$471,616.59
14% Engineering Fee	\$264,105.29
TOTAL BUDGET	\$2,622,188.22
AVAILABLE FUNDING	\$1,500,000.00
BUDGET SHORTFALL	(\$1,122,188.22)

Item	Qty	Unit	Price	Amount
PAVING & DRAINAGE				
Site Work				
1 Roadway Excavation & Grading (assuming 2 foot excavation depth)	7,345		\$45.75 c.y.	\$336,041.88
2 Drainage	33,053		\$2.00 s.f	\$66,106.60
3 Trenching for electric service to lights	900		\$15.00 l.f.	\$13,500.00
Concrete				
4 Construct New PCC Sidewalk (Plaza) with detail Texture Paving	18,794		\$25.00 s.f	\$469,837.50
5 New Curb & Gutter at Sidewalk	1,300		\$25.00 l.f.	\$32,500.00
6 Conform AC paving at Curb	3,900		\$7.50 s.f.	\$29,250.00
7 Transit Center Driveways and Crosswalks	14,260		\$20.00 s.f.	\$285,196.00
8 Handicapp curb-cuts	12		\$450.00 ea.	\$5,400.00
LIGHTING				
1 32' Streetlight w/ Pedestrian Standard & Luminaire	9		\$8,000.00 ea	\$72,000.00
2 16' Standard & Luminaire	13		\$5,000.00 ea	\$65,000.00
3 Electric Service to Pole lights	22		\$3,000.00 ea	\$66,000.00
4 Banner Brackets for New Lights	9		\$200.00 ea	\$1,800.00
5 Clock	1		\$6,000.00	\$6,000.00
6 Twinkle Light Hook-ups	20		\$300.00 ea	\$6,000.00
LANDSCAPING				
1 New Trees	20		\$1,000.00 ea	\$20,000.00
2 Landscaping or special paving in Bulbs, Tree wells, and Special Locations (as a percentage of overall new plaza)	1,316		\$8.00 s.f	\$10,524.36
3 Irrigation System or 2-Year Maintenance Contract at Tree Cuts and Landscaped Area	20		\$1,200.00 ea	\$24,000.00
STREET FURNISHINGS				
1 Large Custom Bus Shelter	1		\$200,000.00 ea	\$200,000.00
2 Bus Driver Facility Option 2 (including sewer and water service)	1		\$105,000.00 l.s.	\$105,000.00
3 Small Custom Bus Shelter	4		\$25,000.00 ea	\$100,000.00
4 Trash Can	8		\$700.00 ea	\$5,600.00
5 Benches	6		\$2,000.00 ea	\$12,000.00
6 Removable bollards	6		\$500.00 ea	\$3,000.00
7 Bike Rack - American Bicycle Security Co. 11 bike BR series - #BR11	6		\$610.00 ea	\$3,660.00
SIGNAGE				
1 Miscellaneous Pole Signs	10		\$1,500.00 ea.	\$15,000.00
2 Transit Center Sign Cases (below Arcade)	2		\$800.00	\$1,600.00
3 Stop Signs	3		\$250.00 ea.	\$750.00
4 Banners - 2 per Light Pole	18		\$150.00 ea.	\$2,700.00
TOTAL COST				\$1,886,466.34
25% Contingency				\$471,616.59
14% Engineering Fee				\$264,105.29
BUDGET: Transit Center				\$2,622,188.22
				25.0%

DETAILED BUDGET

SUMMARY BUDGET for Arcade Element

Arcade	\$296,925.00
10% Contingency	\$29,692.50
14% Engineering Fee	\$41,569.50
TOTAL BUDGET without BUS DRIVER FACILITY	\$368,187.00

Item	Qty	Material Cost per	Total Cost	High % Budget
PAVING & DRAINAGE				
Concrete				
1 Construct New PCC Sidewalk (Plaza) with detail Texture Paving (sim. To Transit Center paving)	2,921	\$25.00 s.f	\$73,025.00	
			Total	\$73,025.00 246%
ARCHITECTURE				
1 Arcade (arcade, foundation, and roof)	2,000	\$100.00 s.f.	\$200,000.00	
2 Bus Driver Facility Option 1	350	\$150.00 s.f.	\$52,500.00	
			Total	\$252,500.00 79%
LIGHTING				
1 Arcade Walkway Lighting	7	\$500.00 ea	\$3,500.00	
2 Recessed wall lumiers at Seating Areas	4	\$500.00 ea	\$2,000.00	
			Total	\$5,500.00 18%
LANDSCAPING				
1 Planter Pots with Landscaping	4	\$650.00 ea	\$2,600.00	
2 Vines and Supports at Arcade Columns and Trellis (includes irrigation)	1	\$5,000.00 s.f	\$5,000.00	
			Total	\$7,600.00 26%
STREET FURNISHINGS				
1 Trash Can	4	\$700.00 ea	\$2,800.00	
2 Benches (built-in)	4	\$2,000.00 ea	\$8,000.00	
			Total	\$10,800.00 36%
TOTAL WITHOUT BUS DRIVER FACILITY				
		Arcade	\$296,925.00	
		10% Contingency	\$29,692.50	
		14% Engineering Fee	\$41,569.50	
		BUDGET: Arcade	\$368,187.00	
TOTAL WITH BUS DRIVER FACILITY				
		Arcade	\$296,925.00	
		Bus Driver Facility	\$52,500.00	
		Sub-total	\$349,425.00	
		10% Contingency	\$34,942.50	
		14% Engineering Fee	\$3,500.00	
		BUDGET: Arcade	\$387,867.50	

Note:

- Service for lighting is assumed to be incorporated to and metered with the Village Apartments Community and Day Care Buildings' service
- Secondary Budget includes Bus Driver Facility
- Engineering fee includes lot line adjustment and building redesign costs

DETAILED BUDGET

SUMMARY BUDGET for Village Street

Village Street	\$810,995.59
25% Contingency	\$202,748.90
14% Engineering Fee	\$113,539.38
TOTAL BUDGET	\$1,127,283.87
AVAILABLE FUNDING	\$0.00
BUDGET SHORTFALL	(\$1,127,283.87)

Item	Qty.	Material	Unit	Price
PAVING & DRAINAGE				
Site Work				
1 Roadway Excavation & Grading (assuming 1 foot excavation depth)	2,369	\$45.75	c.y.	\$108,375.65
2 Drainage	21,320	\$2.00	s.f.	\$42,639.60
Asphalt				
3 New AC Surfacing (\$45.00/ton)	6,358	\$5.00	s.f.	\$31,790.00
Concrete				
4 Construct New PCC Sidewalk	5,977	\$15.00	s.f.	\$89,655.00
5 Construct New PCC Sidewalk (Plaza) with detail Texture Paving	3,227	\$25.00	s.f.	\$80,680.00
6 New Curb & Gutter at Sidewalk (includes full curb on east side of street before Transit Center)	756	\$25.00	l.f.	\$18,900.00
7 Conform AC paving at New Curb	2,268	\$7.50	s.f.	\$17,010.00
8 PCC Driveways (and Crosswalks)	5,758	\$12.00	s.f.	\$69,091.20
9 Handicapp curb-cuts	10	\$450.00	ea.	\$4,500.00
Paint & Markings				
10 Striping - 4" thermoplastic	350	\$1.00	l.f.	\$350.00
11 Paint Curb (25% of total new curb length)	153	\$2.75	l.f.	\$422.04
12 Thermoplastic Crosswalk Striping	325	\$4.50	sf	\$1,462.50
LIGHTING				
1 32' Streetlight w/ Pedestrian Standard & Luminaire	2	\$8,000.00	ea	\$16,000.00
2 16' Standard & Luminaire	5	\$5,000.00	ea	\$25,000.00
3 Electric Service to Pole lights	7	\$3,000.00	ea	\$21,000.00
4 Twinkle Light Hook-ups at Trees (Trees at Transit Center Driveway location)	10	\$300.00	ea	\$3,000.00
5 Traffic Control @ Intersections including Concrete Footing/Pole Base	4	\$20,000.00	ea	\$80,000.00
LANDSCAPING				
1 New Trees (including additional trees in parking areas)	60	\$1,000.00	ea	\$60,000.00
2 Tree Grate and Frame & Tree Guard (including additional trees in parking area)	36	\$1,350.00	ea	\$48,600.00
3 Irrigation System or 2-Year Maintenance Contract at Tree Cuts and Landscaped Area	60	\$1,200.00	ea	\$72,000.00
4 Landscaping or special paving in Bulbs, Tree wells, and Special Locations	456	\$8.00	s.f.	\$3,649.60
STREET FURNISHINGS				
1 Trash Can	2	\$700.00	ea	\$1,400.00
2 Benches	2	\$2,000.00	ea	\$4,000.00
3 Bike Rack - American Bicycle Security Co. 11 bike BR series - #BR11	2	\$610.00	ea	\$1,220.00
SIGNAGE				
1 Miscellaneous Pole Signs	4	\$1,500.00	ea.	\$6,000.00
2 Gateway Feature	1	\$4,000.00	l.s.	\$4,000.00
3 Stop Signs (at central crosswalk for southbound cars)	1	\$250.00	ea.	\$250.00
TOTAL COST				
				\$810,995.59
				25% Contingency
				\$202,748.90
				14% Engineering Fee
				\$113,539.38
BUDGET: Village Street				\$1,127,283.87

Note:

- This includes total cost of project. Costs should be reduced by base construction cost for this are included in existing budget.

DETAILED BUDGET

SUMMARY BUDGET for Boardwalk

Boardwalk	\$278,000.00
25% Contingency	\$69,500.00
14% Engineering Fee	\$38,920.00
TOTAL BUDGET	\$386,420.00
AVAILABLE FUNDING	\$0.00
BUDGET SHORTFALL	(\$386,420.00)

Item	Qty	Unit	Unit Cost	Total Cost	% Budget
PAVING & DRAINAGE					
Site Work					
1 Site Grading	4,000		\$2.00 s.f	\$8,000.00	
2 Miscellaneous Drainage - modifications of existing drainage	1		\$5,000.00 l.s.	\$5,000.00	
Concrete					
3 Construct New PCC Sidewalk	4,000		\$15.00 s.f	\$60,000.00	
LIGHTING					
1 16" Standard & Luminaire	10		\$5,000.00 ea	\$50,000.00	
2 Electric Service to Pole lights	10		\$3,000.00 ea	\$30,000.00	
LANDSCAPING					
1 New Trees	20		\$1,000.00 ea	\$20,000.00	
2 Irrigation	1,600		\$4.00 s.f	\$6,400.00	
3 Landscaping	1,600		\$8.00 s.f	\$12,800.00	
FURNISHINGS					
1 Trash Can	4		\$700.00 ea	\$2,800.00	
2 Benches	4		\$2,000.00 ea	\$8,000.00	
3 Guard Rail	800		\$90.00 l.f.	\$72,000.00	
SIGNAGE					
1 Miscellaneous Pole Signs	2		\$1,500.00 ea.	\$3,000.00	
TOTAL COST				\$278,000.00	
25% Contingency				\$69,500.00	
14% Engineering Fee				\$38,920.00	
BUDGET: Boardwalk				\$386,420.00	

DETAILED BUDGET

SUMMARY BUDGET for Sereno Drive

Sereno Drive	\$2,428,635.68
25% Contingency	\$607,158.92
14% Engineering Fee	\$340,008.99
TOTAL BUDGET	\$3,375,803.59
AVAILABLE FUNDING	\$0.00
BUDGET SHORTFALL	(\$3,375,803.59)

Item	Qty	Material Cost	Per	Total Cost	Unit	Amount
PAVING & DRAINAGE						
Site Work						
1 Drainage	116,627	\$2.00	s.f	\$233,253.80		
Asphalt						
2 Remove & Grind Existing AC pavement and new AC Overlay	81,501	\$5.00	s.f	\$407,503.50		
Concrete						
3 Construct New PCC Sidewalk	35,126	\$15.00	s.f	\$526,893.00		
4 New Curb & Gutter at Sidewalk	2,500	\$25.00	l.f.	\$62,500.00		
5 Stand-Alone Curb (at medians)	500	\$17.00	l.f.	\$8,500.00		
6 Construct 6'-8' reinforced PCC Crosswalks (at Sonoma Blvd. and Village Street)	4,131	\$15.00	s.f.	\$71,047.50		
7 Conform AC paving at Crosswalks	2,368	\$7.50	s.f.	\$17,761.88		
8 Handicapp curb-cuts	26	\$450.00	ea.	\$11,700.00		
Paint & Markings						
9 Striping - 4" thermoplastic	5,000	\$1.00	l.f.	\$5,000.00		
10 Paint Curb (25% of total new curb length)	625	\$2.75	l.f.	\$1,718.75		
11 Thermoplastic Crosswalk Striping	3,071	\$4.50	sf	\$13,817.25		
LIGHTING						
1 32' Streetlight w/ Pedestrian Standard & Luminaire	20	\$8,000.00	ea	\$160,000.00		
2 16' Standard & Luminaire	20	\$5,000.00	ea	\$100,000.00		
3 Electric Service to Pole lights	40	\$3,000.00	ea	\$120,000.00		
4 Banner Brackets for new Light Poles	40	\$200.00	ea	\$8,000.00		
5 Traffic Control @ Intersections including Concrete Footing/Pole Base	6	\$20,000.00	ea	\$120,000.00		
			Total	\$608,000.00		21.92%
LANDSCAPING						
1 Existing Landscaping Removal	1	\$20,000.00	l.s.	\$20,000.00		
2 New Trees	106	\$1,000.00	ea	\$106,000.00		
3 Tree Grate and Frame & Tree Guard	106	\$1,350.00	ea	\$143,100.00		
4 Irrigation System or 2-Year Maintenance Contract at Tree Cuts and Landscaped Area	106	\$1,200.00	ea	\$127,200.00		
5 Landscaping or special paving in Bulbs, Tree wells, and Special Locations	3,500	\$8.00	s.f	\$28,000.00		
			Total	\$424,300.00		14.94%
STREET FURNISHINGS						
1 Trash Can	16	\$700.00	ea	\$11,200.00		
2 Benches	16	\$2,000.00	ea	\$32,000.00		
3 Bike Rack - American Bicycle Security Co. 11 bike BR series - #BR11	4	\$610.00	ea	\$2,440.00		
			Total	\$45,640.00		1.62%
SIGNAGE						
1 Miscellaneous Pole Signs	20	\$1,500.00	ea.	\$30,000.00		
2 Gateway Features (4 @ Sonoma Blvd. and 2 @ Broadway)	6	\$8,000.00	ea	\$48,000.00		
3 Stop Signs	4	\$250.00	ea.	\$1,000.00		
4 Banners - 2 per light pole	80	\$150.00	ea.	\$12,000.00		
			Total	\$91,000.00		3.26%
			TOTAL COST	\$2,428,635.68		
			25% Contingency	\$607,158.92		
			14% Engineering Fee	\$340,008.99		
			BUDGET: Sereno Drive	\$3,375,803.59		

Note:

- This budget does not include any costs for easment or property acquisition as may be required.

DETAILED BUDGET

SUMMARY BUDGET for Sonoma Boulevard

	Sonoma Blvd.	\$2,423,291.08
	25% Contingency	\$605,822.77
	14% Engineering Fee	\$339,260.75
	TOTAL BUDGET	\$3,368,374.60
	AVAILABLE FUNDING	\$0.00
	BUDGET SHORTFALL	(\$3,368,374.60)

Item	Qty	Material Cost per unit	Total Cost	High Budget
PAVING & DRAINAGE				
Site Work				
1 Drainage	52,132	\$2.00 s.f	\$104,263.51	
Asphalt				
2 Slurry Surfacing to Existing Roadway	16,736	\$3.50 s.f	\$58,574.79	
Concrete				
3 Construct New PCC Sidewalk	35,396	\$12.00 s.f	\$424,753.20	
4 New Curb & Gutter at Sidewalk	3,354	\$22.00 l.f.	\$73,788.00	
5 Conform AC paving at New Curb	10,062	\$7.50 s.f.	\$75,465.00	
6 Stand-Alone Curb (at medians)	8,950	\$15.00 l.f.	\$134,250.00	
7 PCC Driveways (and Crosswalks)	2,400	\$12.00 s.f.	\$28,800.00	
8 Handicapp curb-cuts	10	\$450.00 ea.	\$4,500.00	
Paint & Markings				
9 Striping - 4" thermoplastic	5,000	\$1.00 l.f.	\$5,000.00	
10 Paint Curb (25% of total new curb length)	839	\$2.75 l.f.	\$2,305.88	
11 Thermoplastic Crosswalk Striping	3,223	\$4.50 sf	\$14,503.50	
LIGHTING				
1 32' Streetlight w/ Pedestrian Standard & Luminaire	20	\$8,000.00 ea	\$160,000.00	
2 16' Standard & Luminaire	54	\$5,000.00 ea	\$270,000.00	
3 Electric Service to Pole lights	74	\$3,000.00 ea	\$222,000.00	
4 Traffic Control @ Intersections including Concrete Footing/Pole Base (assuming new intersection)	5	\$20,000.00 ea	\$100,000.00	
LANDSCAPING				
1 New Trees	298	\$1,000.00 ea	\$298,000.00	
2 Tree Grate and Frame & Tree Guard	107	\$1,350.00 ea	\$144,450.00	
3 Irrigation System or 2-Year Maintenance Contract at Tree Cuts and Landscaped Area	38,391	\$4.00 s.f.	\$153,564.40	
4 Landscaping or special paving in Bulbs, Tree wells, and Special Locations	36,679	\$8.00 s.f	\$293,432.80	
STREET FURNISHINGS				
1 Pre-manufactured Bus Shelter	4	\$10,000.00 ea	\$40,000.00	
2 Trash Can	16	\$700.00 ea	\$11,200.00	
3 Benches	16	\$2,000.00 ea	\$32,000.00	
4 Bike Rack - American Bicycle Security Co. 11 bike BR series - #BR11	4	\$610.00 ea	\$2,440.00	
SIGNAGE				
1 Miscellaneous Pole Signs	20	\$1,500.00 ea.	\$30,000.00	
TOTAL COST				
			\$2,423,291.08	
			25% Contingency	\$605,822.77
			14% Engineering Fee	\$339,260.75
			BUDGET: Sonoma Blvd.	\$3,368,374.60

DETAILED BUDGET

SUMMARY BUDGET for Linear Park

Linear Park	\$998,636.11
25% Contingency	\$249,659.03
14% Engineering Fee	\$139,809.06
TOTAL BUDGET	\$1,388,104.19
AVAILABLE FUNDING	\$0.00
BUDGET SHORTFALL	(\$1,388,104.19)

Item	Qty.	Material Cost per	Total Cost	High % Budget
PAVING & DRAINAGE				
Site Work				
1 Site Grading & Drainage	5,606	\$2.00 s.f	\$11,211.11	
Concrete				
2 Construct New PCC Sidewalk	10,000	\$15.00 s.f	\$150,000.00	
3 Construct Road Oyl Surfaced Bike Lane	2,000	\$25.00 l.f.	\$50,000.00	
Paint & Markings				
4 Striping - 4" thermoplastic	1,875	\$1.00 l.f.	\$1,875.00	
5 Miscellaneous Thermoplastic Pavement Markings	500	\$4.50 sf	\$2,250.00	
Total Cos			\$215,336.11	21.6%
LIGHTING				
1 16' Standard & Luminaire	35	\$5,000.00 ea	\$175,000.00	
2 Electric Service to Pole lights	35	\$3,000.00 ea	\$105,000.00	
3 Banner Brackets for new Light Poles	4	\$200.00 ea	\$800.00	
Total Cos			\$280,800.00	28.1%
LANDSCAPING				
1 New Trees	75	\$1,000.00 ea	\$75,000.00	
2 Irrigation	50,450	\$1.00 s.f	\$50,450.00	
3 Groundcover and Special Landscaped Areas	50,450	\$4.00 s.f	\$201,800.00	
Total Cos			\$327,250.00	32.8%
FURNISHINGS				
1 Trash Can - Victor Stanley S-42 w/dome lid S-2	5	\$700.00 ea	\$3,500.00	
2 Benches	5	\$2,000.00 ea	\$10,000.00	
3 Removable bollards	10	\$500.00 ea	\$5,000.00	
4 Bike Rack - American Bicycle Security Co. 11 bike BR series - #BR11	5	\$610.00 ea	\$3,050.00	
5 18' High Decorative Security Fencing	1,875	\$60.00 l.f.	\$112,500.00	
Total Cos			\$134,050.00	13.4%
SIGNAGE				
1 Miscellaneous Pole Signs	20	\$1,500.00 ea.	\$30,000.00	
2 Gateway Feature	2	\$5,000.00 l.s.	\$10,000.00	
3 Banners - 2 per light pole	8	\$150.00 ea.	\$1,200.00	
Total Cos			\$41,200.00	4.1%
TOTAL COST			\$998,636.11	
25% Contingency			\$249,659.03	
14% Engineering Fee			\$139,809.06	
BUDGET: Linear Park			\$1,388,104.19	

Note:

This budget does not include any costs for easment or property acquisition as may be required.